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## SHIP HELD UP IN CUBA. STRANGE CASE OF A CHARTERED VESSEL.

During the last few weeks communications have been received in Shanghai, by various persons, in regard to the plight of the s.s. *Wollura* and the unenviable position in which the crew of that vessel are at present. The *Wollura* arrived at Havana, Cuba, from Shanghai early in January, and *Shanghai and Engineering* (Shanghai) says it has it on reliable authority that since the middle of February the crew have been unable to receive any pay, or money for current expenses. In spite of repeated applications to China, the facts of the case which have led to the present position are briefly as follows: The *Wollura* is actually owned by an American concern in Shanghai, but is mortgaged to a considerable extent with a Chinese merchant in the same city, the agents for the vessel being a British ship-broking concern also in Shanghai. In October of last year the Wah Ha Steamship Company of Hongkong chartered the *Wollura* for a period of one year at a rate of \$20,000 per month, to engage the vessel in the coal traffic to Cuba. The *Wollura* actually sailed from Shanghai on November 5th last, for Cuba, under the aegis of the Wah Ha S.S. Company. About six days after her arrival in Cuba, however, the charterers (i.e. the Wah Ha S.S. Company) cancelled the charter, for what reason our contemporary is unaware, but presumes that it was owing to the difficulties then attendant upon Chinese immigration to Cuba.

After discussing this presumption at some length our contemporary says:—The nominal owner of the vessel was understood, and also the agents, have already spent much money at stake in the *Wollura* that they cannot be blamed for desiring to risk more, and it is for the Wah Ha S.S. Company—and particularly Messrs. Lee Hy San (whose money was at the back of the subsequently cancelled charter) and Tan Kang Poh (manager of the Company), who appear to have been the leading lights in both the charter and its "cancellation," to take some action in regard to the *Wollura*, or at least in regard to her crew.

Anyhow, the *Wollura* case will, it is to be hoped, have one good result in that it will be a warning to foreign marketing officers not to undertake a long voyage under the Chinese flag unless there is a guarantee left with some responsible person either in Hongkong or Shanghai that wages and passage back to China are secure, a guarantee which the *Wollura* case has proved to be both advisable and necessary.

## CHANGES IN JAPAN TARIFF.

TO BE ENFORCED FROM JUNE FIRST.

In accordance with Article X. of the Japanese Customs Tariff Law, now in force, the following articles have now allowed to be imported to Japan free of duty:

Steel and iron for the construction and repairing of vessels or machinery on vessels; steel bars, rods, plates, tubes (except those moulded), new inventions, engines, or parts thereof, special articles, the manufacture of which is difficult in Japan and which are permitted by the authorities of the Communications Department to be imported.

According to Article IX. of the Customs Tariff, the following articles to be imported duty free or allowed a rebate: Glass to be used as mirrors (excluding those the thickness of which does not exceed 4 millimetres), clocks of all descriptions, canned provisions, iron bands or tin plates for wooden boxes, tin plates for the manufacture of cans for mineral oil or alcohol, silk and cotton bands or braids interwoven with gold or silver, artificial silk, woollen and mixed wool and cotton for clothing (excluding velvets and plushes), umbrellas, glassware, enamelled ware, bottled beer, organs, moulded iron tubes, pig iron, aluminium, sugar under Nos. 11, 15 and 18 Dutch standard, rock candy, peanuts, same seed, rape seed and mustard seed, beer, zinc sheets and ingots, fertilizers including beans, bean cake, groundnut or bean oil, etc.

The *Chuo*, an organ of the Seiyukai, says an Imperial Ordinance will shortly be promulgated granting an encouragement fund to any party who will construct vessels with materials manufactured at home.

## FORMOSA THREATENS TO BE A NEW KOREA.

AGITATION FOR SELF-GOVERNMENT.

There is possibility of Formosa's becoming a second Korea, according to the Japanese papers, which point to the growing discontent among the rising generation in the island as an indication of the shape which things may assume unless measures are introduced to check the tendency.

The discontent, says a Japan contemporary, has become noticeably accentuated since the rejection of appeal presented to the last session of the Diet by a native proposing the introduction of self-government in the island. Magazines and pamphlets are being published for the purpose of instigating the natives against established authority, and, according to a news agency, the agitators in the island are taking concerted action with their friends in Tokyo and elsewhere in the main island.

The subject was taken up at a recent meeting of the heads of police stations. The decisions arrived at included the adoption of stricter measures to control the natives of Formosa residing in the metropolis. Among the plans adopted for appeasing the sentiment in the island was the holding of lecture meetings on the colonial policy of the Government.

## CHINESE EASTERN RAILWAY.

THREE REASONS FOR THE PRESENT DILEMMA.

Mr. H. Nagao (Japanese Representative on the International Technical Board for the Siberian Railway), now visiting Tokyo, is reported to have made statement to the following effect:—

The question concerning the Chinese Eastern Railway is under consideration by the Central Government, and I am not at liberty to speak freely on the subject. In my personal opinion, the reasons for the Railway falling into the present dilemma are triple. Firstly, the effects of the new extreme ideas are the most telling. The new ideas that delayed practically all the world after the great War have been absorbed also by the railway men, giving rise to agitations for the rise of pay, etc. The Company's refusal to comply with the men's demands, which in several cases were hardly reasonable, was met with a strike or some other effective demonstration. This forced the Company to accept the men's demands in the end. The present staff of the Railway comprises, about 25,000, who are paid ¥500 per capita per month on an average, being nearly three times as large as the average pay of their brother workers in Japan.

Speaking of the prices in North Manchuria, Mr. Nagao said meat, eggs, milk, and other daily necessities are cheap, luxuries only being dear. Consequently, the cost of living is not very high. Nonetheless, the men, infected with the Bolshevistic notions, have kept presenting their demands in a mass. Therefore, the Company's expenses steadily increased, whilst the receipts failed to keep pace.

Secondly, the Railway, since the downfall of the Romanoff Government, has had no financial support to fall back upon, and consequently, it cannot make both ends meet.

Thirdly, the Chinese Eastern Railway has liabilities totalling over ¥20,000,000, whilst on the other hand, it holds credits for ¥15,000,000 for the transportation of troops and stores of the Powers. Czechoslovakia owes ¥7,500,000; China ¥3,000,000; and France about ¥6,000,000. There is no knowing how soon these credits can be collected. With ¥20,000,000 in liabilities and ¥15,000,000 in unpaid credits, the Company's financial position is far from enviable.

For the above reasons, the Company is in need of radical relief. It is considered to be urgently desirable to float a relief loan with the consent of Japan, China, the United States, Great Britain, and France. But whether or not the Powers' consent will be forthcoming remains to be seen.

It may be added that the Chinese Eastern Railway was constructed on the outlay of ¥300,000,000 by the Russian Government. With the completion of the construction work, the old Railway in the Russian Far East. The financial returns of the line used to be encouraging. In 1917, the net profit amounted to ¥40,000,000. Even after Russia became revolutionized, the Railway could realize a decent profit. It was in the fiscal year 1920 that the Company's accounts showed a deficit, which, by the way, amounted to ¥1,000,000.

## NETHERLANDS INDIA. WHAT GERMANY IS DOING.

A correspondent of *The Times* Trade Supplement says it is well that the British business man should note that a steady exodus of German schoolmasters and technical instructors and experts is taking place to the Dutch East Indies, for where such persons go the trade of the homeland may reasonably be expected to follow in the not distant future. The authorities in these overseas possessions of Holland, having decided some two years ago to develop very considerably in numbers and scope the native schools, found that they needed several thousand European masters, but the offers of money and appeals to the patriotism of Dutchmen did not succeed in their aim. Hundreds of the vacancies have since been filled by Germans, and well over a thousand are now undergoing short courses in the Indies prior to taking up posts in schools, commerce, industry, and agriculture. A number of those presenting themselves are men who have spent some years in the various German tropical territories, and will therefore probably bring to their work the unfavourable theories of pre-war Teuton colonial commerce. It is doubtless not without significance that a new company was recently registered in Hamburg for general trading in the Dutch East Indies.

## POCKET WIRELESS FOR POLICE.

Every policeman in Chicago is to be equipped with a wireless telephone apparatus so small and light that it can be carried concealed in the tunic. By means of it the officer will be able to communicate direct with police stations, fire-patrol boats, and fire-stations.

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and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are. There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of change, adjustments or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians (the originators of manufacturing in the Colony) located in 23, Queen's Road, Central. They have the equipment to adjust your glasses to a sixty—Adv.

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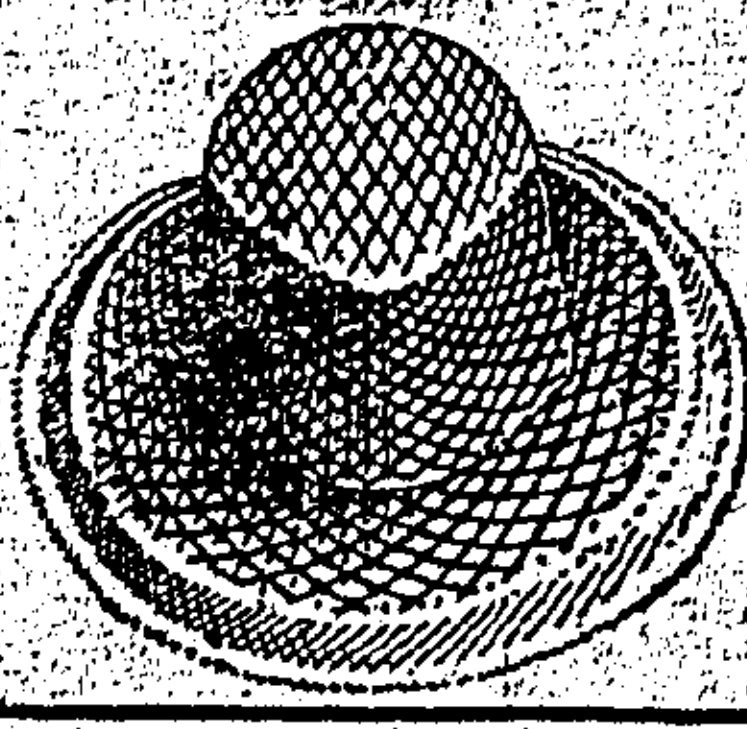
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## CHARGE AGAINST SHIP'S CREW.

## QUESTION OF EXTRADITION PROCEDURE.

Ten members of the crew—principally Chinese of the s.s. *Tjikembang* were charged at the Magistracy, before Mr. R. E. Lindsell, on Saturday, with conspiring against the authority of the captain of the ship.

The Crown Solicitor (Mr. G. H. Wakeman) prosecuted and Mr. Leo d'Almada and Mr. M. K. Lo, each represented five of the defendants.

Mr. Wakeman said he understood that the Magistrate had held that he could not go into the case until the requisition for extradition was received. The ship left the port on Tuesday, and it would be very much more convenient to take the depositions before then. He could not see any reason why this could not be done.

The Magistrate quoted "Piggott on Extradition" to the effect that after arrest, "there is a pause in the proceedings, and nothing further can be done until the requisition is received."

Mr. Wakeman: I do not agree with that at all. There is nothing in the Act to that effect.

Mr. Lo: If, after the arrest, a requisition is not received within a reasonable time, the magistrate has to discharge the prisoner.

Mr. Wakeman: A man cannot be committed, we know, without the foreign warrant and requisition, but there is nothing to prevent the hearing being begun.

Mr. Lo: I contend that until your Worship has received the requisition, the defendants are not before you at all. How can you assume that the requisition will arrive. If it is not sent, why should evidence be taken? It is "intelligent anticipation" on the part of the Crown that it will be sent. If I may indulge in intelligent anticipation, I think, when the Government of the Netherlands has seen the Captain's statement, on which application is made, it will say extradition only applies to serious cases and that this is not such a case.

The Magistrate: The only point is: Must the requisition be here, before the Court takes evidence? That is all it comes to. It certainly must be here before the case for the Crown is concluded, but there is nothing in the Act to say there is any necessity to have it before any proceedings take place.

Mr. d'Almada said the treaty with the Netherlands Government provided that 30 days might elapse before a requisition was received.

Mr. Wakeman: It is surely to the advantage of your men that I should go on.

Mr. d'Almada: I don't know about that, if in 30 days they may have to be released.

The Magistrate: I think we can take it the requisition will arrive.

Mr. Wakeman: The Dutch Consul is prepared to swear that. Mr. Wakeman added that the 30 days, mentioned by Mr. d'Almada, was extended to 60 days for the Colonies.

Mr. Lo said he felt bound, in view of the circumstances of the case, to press every technical objection. "The evidence," he added, "is taken at the peril of the Crown, and if I afterwards move for *habeas corpus*, I do so."

The Magistrate having intimated that he was prepared to hear evidence, Mr. Wakeman said he did not know the case was coming on that day and he only attended to ask that a day might be fixed for hearing.

The Magistrate remarked that, in that case, all the discussion which had taken place seemed rather beside the point.

The hearing was fixed for noon to-day, and the Magistrate intimated that he would sit late, if need be, to finish the case.

## KIDNAPPING A CHILD.

At the Magistracy, on Saturday, a Chinese was charged with kidnapping a seven-year-old boy at Wan-chai.

The defendant was seen by a dockyard employee playing with the child in Tai-wong Street. After promising to buy the child something to eat, he led it away. The dockyard employee followed, and he informed a district watchman, who arrested the defendant. On the way to the police station they met the child's mother, who said she did not know the defendant, and had not given him authority to take the child.

The defendant admitted playing with the child, but asserted that when he walked away, it followed him.

He was sentenced to six months' imprisonment.

## SPORT.

## LAWN BOWLS.

A League match was played on Saturday between the Kowloon Cricket Club and Craigengower Cricket Club which resulted in a win for the former by 10 points. Appendix A the scores:—

No. 1 Bank	
W. Ross.	H. E. Stevens.
A. Forbes.	H. E. Nicholls.
H. Bass.	J. Hyatt.
L. Pitt.	J. McMillin.
(Skip) ..... 25	(Skip) ..... 17
No. 2 Bank	
P. T. Lambie.	A. W. E. Davidson.
A. H. Mackinnon.	J. Corneil.
H. W. Bradbury.	R. L. Hunter.
F. Thompson.	A. G. Pile.
(Skip) ..... 13	(Skip) ..... 24
No. 3 Bank	
C. M. Alves.	D. A. Parvia.
T. Rozario.	J. P. Robinson.
L. A. Ross.	J. M. Jack.
L. E. Lammert.	J. Gibson.
(Skip) ..... 23	(Skip) ..... 29

## DRAGON BOAT RACES.

## WHY THERE WERE NONE ON SATURDAY.

It seems that the organisers of the Dragon Boat Races at Tsam-tai were indulging in "intelligent anticipation" when they informed the Press that the races would be continued for a second day. They had not then obtained permission, but they were "living in hopes," as the saying is. As a matter of fact they only applied originally for one day's permission to use the breakwater at the Typhoon Refuge, and that was all that was granted. Without being unfair to promoters of other dragon boat festivals, the authorities could not make an exception in this case.

It is stated that there will now be nothing to hand over to charity, but a deficit to be made up by the promoters instead. It is doubtful whether a second day would have converted the loss into a profit, judging from the small attendance on the breakwater on the festival day itself.

## RACHEL AT THE WELL.

## UNGENTLEMENLY CONDUCT OF JACOB.

"She struck me first," said a Chinese youth, charged at the Magistracy, on Saturday, with assaulting a girl some years his junior.

"So you hit back!" said the Magistrate (Mr. Lindsell). "You're a perfect gentleman."

Inspector Aris explained to the Court that a good deal of bullying of girls by youths goes on at the water fountain at Tsam-tai. In this case, the youth deliberately broke one of the girl's buckets and then struck her in the stomach and on the breast. A constable saw it, said the Inspector.

After evidence had been given, the defendant thought it worth while to deny that he struck the girl.

"The constable says so, and you admitted it yourself at first," remarked the Magistrate. "You are a bully and a scoundrel. What do you mean by bullying these small girls in this way? Be ashamed of yourself!"

The youth was sent to prison for four days and ordered, by way of poetic justice, to spend four hours of the first day of his sentence in stocks at the fountain.

## STOWAWAY FROM GENOA.

## WANTS TO LAND AT SINGAPORE.

Frederick Dieringhoff, a native of Strassbourg, Alsace-Lorraine, who described himself as a musician, was charged on Saturday, before Mr. G. N. Orme, at the instance of Capt. De Kai of the *Brielle*, with having stowed away on the ship from Genoa.

The defendant said that he wanted to reach Singapore to join his brother there.

Inspector Spear, of the Water Police, said that the vessel had called at Singapore on the way out, but the authorities there would not allow the defendant to land. The defendant had been referred to the French Consul here, who had undertaken to telegraph Singapore for information. If it were true that the defendant had a brother here, the Consul would send him to Singapore.

The Magistrate remarked that if the Singapore police did not allow the defendant to land before, they would not let him land now.

Inspector Sykes said that the Consul here would supply the defendant with the necessary papers. It would be at least six days before a reply could come from Singapore.

The Magistrate sentenced the defendant to 14 days' imprisonment with hard labour.

## CORRESPONDENCE.

## AN INCORRECT REPORT.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

Sir,—With reference to the report appearing in your columns from the "Asiatic News Agency" that Yang Tien-fuh was saved by the intervention of the French and British representatives, his life having been guaranteed by the Foreign Consuls on the release of the American Missionary, Dr. Shelton, I beg to inform you that Yang was shot with several others on the parade ground outside the south gate of Yunnanfu on the afternoon of May 5th.

The execution being public was witnessed by hundreds of Chinese and by at least one Britisher, who happened to be passing and who had known Yang for years, so there can be no mistaken identity; also the writer saw the proclamations that were posted on the city gates, the first announcing that Yang had been captured and his house burned and that he would be shot in a few days, and the second that was posted on the afternoon of May 5th, announcing that he had been shot.—Yours faithfully,

A READER.

Hongkong, June 10th.

## ICHANG AGAIN LOOTED.

## LOOT FROM SOME FOREIGN HOUSES.

The city of Ichang was again looted by soldiers on the night of the 4th inst., and most of the shops were cleaned out. The Bank of China, the Chamber of Commerce and many other places were burned down.

The Japanese Consulate, some Japanese shops, several British houses, Greek and French hotels were partially looted. Some Chinese were killed and many wounded.

There is a report of the China Navigation Company, which left Ichang after the outbreak, reported on arrival at Hankow that the looting and burning of property were then going on. The Japanese Consulate suffered.

H. R. M. gunboat *Cat* was sent to the scene.

It is stated from a Chinese source that the Bank of China strong-room resisted the fire, and that the contents are intact.

An official telegram to Peking from Ichang stated that the Japanese Consulate and the Customs House were damaged by the rioters. The soldiers have since left Ichang, taking their loot with them, apparently to Hainan, whether they were being transferred when the looting occurred.

## HONGKONG TRADE.

## CHAMBER OF COMMERCE REPORT.

We take the following from the fortnightly price current and market report issued by the Hongkong General Chamber of Commerce:—

Cotton Piece Goods and Fancy Cotton Goods.—There has been a brisk demand for certain classes of fancies and quite a respectable turnover has resulted. The demand for staples has slackened off for the time being.

Cotton Yarn.—Market has ruled steady to firm and fair lots have changed hand at advances, in several instances of 2 to 3 per cent.

Quotations are:—No. 10s. \$137 to \$177. No. 12s. \$150 to \$183. No. 20s. \$195 to \$225. Arrivals 9,000 bales. Sales 5,000 bales. Shipments nil. Unsold stock 3,000 bales. Barkains 10,000 bales.

Woolens.—Small lots of Blankets have been reported but prices offered are still well below replacing value.

Raw Cottons.—A slight appreciation has taken place and current quotations are as follows:—Indian descriptions \$25 to \$25.50 per picul. Chinese descriptions \$25 to \$24 per picul.

Metals.—Quiet market. Lower prices are quoted from London for Wire Ropes. Small lots have been booked. There is enquiry for Bars and Plates, but no change of offer on a continually falling market. Galvanized Wire has been booked at lower quotations.

Flour market report. Stock.—About 180,000 sacks. Quotations.—American Patent \$4.50 per sack. American Cut off \$3.15 per sack. American Straight \$2.80 per sack. Shanghai Flour 2nd \$2.95 per sack.

Window Glass.—Market steady. The latest information from Belgium reports an advance in prices.

## THE RICE MARKET.

The Compagnie de Commerce & de Navigation D'Extreme Orient of Saigon writes:—Since our last report the demand having continued, we have to register a strong rise of prices.

Important business has been done in all directions. The paddy arrives regularly on the market and in rather large quantities, the rice being obtained at good prices. However, we do not think this abundance of paddy will make prices drop, and we have every reason to believe that if the rates decline the arrival of paddy will almost stop.

The total amount of rice exported from the 1st January up to the 23rd May, 1921 is 555,410 tons, against 450,982 tons in 1920.

We quote to-day White Saigon rice No. 2 Bitted, Japan quality Hongkong \$5.25 per picul f.o.b. Saigon for June July shipment.

## PUBLIC COMPANIES.

## THE BANK OF EAST ASIA, LTD.

The extraordinary general meeting of the Bank of East Asia, Ltd., was held at its registered office, No. 2, Queen's Road Central, at 3.30 p.m. on Saturday, June 11th, for the purpose of considering the following sub-joined resolution:—

"120 (b) The Directors may from time to time pay to the members such interim dividends as in their judgment the position of the Company justifies." That article 81 of the Articles of Association of the Company be altered by deleting the word "dividend" in the third line thereof and by adding the word "dividend" in place thereof.

The meeting was presided over by Mr. PONG WAI TING, and there were present present the Directors of the Company and a number of shareholders.

The Chief Manager, Mr. KAN TONG PO, having read the notice convening the meeting.

The Chairman said:—Gentlemen, the sub-joined resolution which we are to consider to-day has been known to you for some time through the notice convening the meeting, and I trust it has had your mature consideration. Now before I move its adoption I wish to explain to you why such a resolution is necessary. The increased volume of our business has necessitated an increase of our banking capital after June 31st, 1921, and it is our intention to balance our accounts on that date, and to distribute among the present shareholders a dividend out of the profits of the current year. But the declaration of dividend in the middle of the year is not stipulated in the Articles of Association, so that it is necessary for a revision of the said Articles in order that the Directors may be empowered to do so. Hence the first part of the sub-joined resolution.

The second part of the resolution is proposed because concurrent with the increase of capital it is necessary to enlarge the board by the creation of a few more Directors to represent the interests of the shareholders, and it is our intention to increase the number to fifteen. I now propose that the sub-joined resolution be adopted as proposed.

The motion was unanimously carried on being seconded by Mr. CHOW SHOU SON.

The meeting concluded with the announcement by the Chairman that the resolution thus passed will be submitted for confirmation as a special resolution to a further extraordinary general meeting to be held at 4 p.m. on Saturday, June 26th, 1921.

## THE SHAW CASE.

## ANSWER FILED BY DEFENDANTS.

In connexion with the suit for libel brought by Mr. G. L. Shaw, of Antung, against the former editor of *The Far Eastern Review*, Mr. Patrick Gallagher, and Mr. G. Bronson Bea, publisher of the journal, have filed separate answers in the U.S. Court at Shanghai.

In his petition, Mr. Shaw, it will be recalled, asserted that he had been held up to contempt and made to appear as an enemy to his own country. He claims damages to the extent of \$50,000 from each defendant. Counsel for plaintiff is Mr. S. Foran.

Mr. Gallagher alleges that the article complained of was a fair and true statement of circumstances attending Mr. Shaw's conduct, as reported from various sources, and adds that plaintiff's name was mentioned as a mere item of casual news. Mr. Gallagher's counsel are Mr. P. M. Lineberger and Mr. F. J. Schuhl.

Through his solicitor, Mr. E. T. Bryan, Mr. Bea denies several allegations made in the petition. He says he was not in Shanghai when the article was written and maintains that its publication took place without his knowledge or consent.

In an affidavit filed by Mr. P. W. Cotton, the latter deposes that when he was about to sail for America it was a matter of frequent rumour that Mr. Shaw had been identified with the Korean independence movement. Mr. Cotton, who resided for some while at Harbin, further testifies that he conversed with plaintiff and the latter is said to have admitted that he had been connected with the Korean movement.—*N.O. Daily News*.

## 1920 OUTPUT OF THE RUHR COAL FIELDS.

The 1920 coal production of the Ruhr district, the most important coal production territory left to Germany under the terms of the Treaty of Versailles, was 39,250,000 tons. As compared with the 1919 output, this is an increase of 17,200,000 tons. It is, however, 29,300,000 tons less than the production of the district in 1913, the last pre-war year.

Mr. William Drysdale, retired agent Hongkong and Shanghai Bank at Batavia, died at his residence in Danfordline on April 27th. He resided just over a year ago having served the bank for over 27 years in Java. Amongst those present at the funeral were Mr. J. M. McNeill formerly of Messrs. Pittman and Syme, J. Keddie, and W. Inglis of the Hongkong and Shanghai Bank, all of whom were at one time stationed in Java.

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YOU A LARGE SELECTION OF STYLES

IN CANVAS AND NUBUCK, WITH

LEATHER AND NEOLIN SOLES.



\$15.00 to \$25.00 pair.

## THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—

by having one of the latest

improved BAROGRAPHS

—and be forearmed.

## LANE, CRAWFORD &amp; CO.

HONGKONG.

## NEW RECORDS

2903 SWANEE

2913 PEGGY

3351 MARGIE

2955 CHILI BEAN

2963 IN OLD MANILA

2983 CUBAN MOON

3301 WHISPERING

2955 LOVE NEST

3332 AVALON

2972 TELL ME LITTLE GIPSY

2995 BO LA BO

2995 VENETIAN MOON

## ANDERSON'S

(THE RECORD SHOP).

## "HOTEL DE FRANCE,"

23, BOULEVARD HOLLANDE, HANOI.

UNDER New Management. Most Comfortable Rooms with Private Sitting-Rooms. Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.

[1005]

## Powell &amp; Co.

TELEPHONE 3146.

## BATHING SEASON.

WE ARE NOW SHOWING A LARGE ASSORTMENT OF

GENTLEMEN'S

## KNITTED BATHING COSTUMES

IN THE LATEST COLOURINGS

BLUE, BROWN &amp; GREEN HEATHER

ALSO PLAIN NAVY.

\$4.00 TO \$12.50

HIGH-CLASS

## GENTLEMEN'S OUTFITTERS.



## ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.  
HAPPY VALLEY COURSE.

The following Competitions have been arranged for June:

BOGEY POOL FOR LADIES.  
9 Holes. 20 cents per Card.

BOGEY POOL FOR GENTLEMEN.  
9 Holes. 20 cents per Card.

Handicap. Strokes are received as shown on scoring cards for first holes. Any number of cards may be taken out.

Further competitions will be arranged for during the summer months on this course.  
J. R. ROSS,  
Hon. Secretary.  
Hongkong, June 11th, 1921. [1061]

## NOTICE TO CONSIGNEES.

## AMERICAN AND MANCHURIAN LINE.

## FROM NEW YORK

## THE Steamship

## "CITY OF MADRAS"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after June 18th, will be subject to re-land.

All Claims against the Steamer must be presented to the Underwriter on or before 25th June 1921, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tenders or Paddlers between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.  
Hongkong, June 11th, 1921. [1058]

**SAFE, SURE AND GUARANTEED**  
CURE OF Leprosy, Leucoderma, Patches, Marks, Eruptions, etc., in four weeks. Patients willing to be treated by Post are requested to write. Three days trial free or a week's treatment for Rs. 7.8 only.  
St. Works, Beadon Square, Calcutta, India. [194]

## ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Carvers, Platers, Plumbers, Painters & Sculptors, and Leatherworkers to H.M. Dockyard.

Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, not later than Noon, SATURDAY, the 18th June.

J. J. KING-SALTER,  
Chief Constructor.  
Hongkong, June 8th, 1921. [1038]

**SALE BY TENDER OF H.M.S. "CADMUS"**

TENDERS are invited for the purchase of the above named Ship with Engines and Boilers and various auxiliary machinery on board.

Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned.

Forms of Tender will be issued on application to the undersigned. A deposit of \$100 is required before forms of Tender can be issued.

The vessel will be on view from the 22nd May to the 25th June, inclusive, between the hours of 10 a.m. and 4 p.m., and Tenders must reach the Commodore's Office not later than 12 Noon, on MONDAY, 27th June.

Length over all ... 311 ft.  
Length between Perpendiculars ... 83 ft. 6 in.  
Depth in hold (top of keel to upper deck beam at side) ... 15 ft. 3 in.  
Nominal Displacement ... 1,070 Tons.  
Propelling Machinery:—Vertical Inverted Triple expansion (Twin of 1,400 I.H.P.).  
Cylinders:—High, Two of 11 1/2"  
Low, Two of 23"  
Intermediate, Two of 18"  
Stroke 20"

Boilers:—Nicheless Water Tube, 4 No.  
L. G. LOWE,  
Naval Store Officer.  
Hongkong, May 19th 1921. [1971]

**SALE by tender of W.D. Vessel "HERCULES"**

TENDERS are invited for the purchase of the above named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—  
Steam vessel.  
Length ... 85 feet.  
Beam ... 17 " 2 inches.  
Depth ... 10 " 3 "

Displacement Tonnage ... 170.  
Horse Power ... 350.  
Knots ... 10.  
Working pressure per sq. in. 150 lbs.  
Engines by Cox & Co. Valmouthe.  
Vessel built at Falmouth.

Construction of vessel: Wood up to water line, steel below.

Approximate carrying capacity:—  
25 Tons or 100 Passengers.  
E. G. SPINKS, Captain,  
Ordnance Office.

R.A.O.C. Depot,  
Queen's Road East.

[1046]

## INTIMATIONS

IMPORTS AND EXPORTS OFFICE.  
NOTICE.

THIS OFFICE will in future be Entirely CLOSED on SATURDAYS at 12 M.  
N. L. SMITH, Superintendent,  
Imports and Exports,  
Hongkong, June 9th, 1921. [1010]

## NOTICE.

MY Connection and Responsibility in the Company of MANNERS & BAKER, HOUSE, LTD., Ceased as from May 20th, 1921.

JAMES H. BACKHOUSE. [1041]

## HONGKONG JOCKEY CLUB.

## LARSEN SUBSCRIPTION GRIFFINS.

MEMBERS wishing to subscribe for one or more LARSEN SUBS. for the Official Meeting 1921 (if obtainable at about the same price as last year—i.e., \$300) will please apply in writing to the Undersecretary or sign the Lists, posted in the Hongkong Jockey Club Stables and the Coffee Room at the Race Course.

As owing to Political troubles in Mongolia there may be difficulty in obtaining permits, an early application is considered advisable, and it is proposed to close the Lists on JUNE 25th.

H. BIRKETT,  
Clerk of the Course.  
Hongkong, June 9th, 1921. [1046]

## HONGKONG JOCKEY CLUB.

THE next GYMKHANA is fixed for JUNE 25th, 1921.

Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club, Causeway Bay Stables, and the Office of the Jockey Club in Hongkong Club Annex.

Entries CLOSE TUESDAY, 14th JUNE, but it is requested that they be sent in earlier if possible.

[1042]

## "THE BRITISH LEGION."

A GENERAL MEETING will be held in the CHAMBER of COMMERCE Room, CITY HALL, at 5.30 P.M. on MONDAY, the 13th of JUNE, of those who attended the Meeting of the British Legion, and of those who have since joined. To receive the Report of the General Committee appointed at that Meeting.

Hongkong, June 8th, 1921. [1034]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTIETH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on WEDNESDAY, 16th JUNE, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 25th June, both days inclusive.

By Order of the Board,  
JARDINE, MATHESON & CO., LTD.,  
General Managers.  
Hongkong, May 26th, 1921. [1990]

## BRITISH GROUP OF MANUFACTURERS.

TENDERS making competitive bids of all Hardware, Paints, Machinery and Plant with their own Technical Staff in China desire to hear of a first-class firm of Merchants who will work with them the territory of Hongkong, Kowloon, and Kiangsi. Replies in confidence to Box 1020, c/o Daily Press Office.

[1020]

REQUIRED:—A First-class Hardware and Machinery SALESMAN with good connections in Hongkong to take sole charge of Sale Office. Reply giving fullest details of age, experience, salary required, etc., to Box 1021, c/o Daily Press Office.

[1021]

## NOTICE.

## UNION INSURANCE SOCIETY OF CANTON, LTD.

CERTIFICATE No. 4373 for 12 old silver shares Nos. 14857/68 now converted into 60 Gold Shares in this Society standing in the name of HAY WILLIAM ROBERTS BEAUCH (Deceased), late of BEADING, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the same will be deemed cancelled and of no effect, and a Certificate for the 60 Gold Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,  
General Manager.  
Hongkong, May 24th, 1921. [1964]

## ST. JOHN'S CATHEDRAL.

## THURSDAY, JUNE 16th.

At 9.15 P.M.

## ORGAN RECITAL.

Vocalist: Miss JEAN LOWSON.

[1043]

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:—  
Boxes CK, KI, LM, LN, LR, LU, LW, MA, 50.

FOR SALE:—HENDERSON MOTOR CYCLE 4 cyl. 1920, electric model, fully equipped, pillion seat, new condition throughout, \$600 or nearest offer. Apply Box M/C, c/o Daily Press Office.

[1030]

TO LET  
FURNISHED or Unfurnished, KELLETT CREST, No. 68, The Peak.  
Box No. 1050,  
Care of Daily Press Office.

[1050]

TO LET FURNISHED.  
FROM June 24th to October 4th, No. 22, PEAK.  
Apply:—  
G. M. HARBSTON,  
Hotel Marston.

[1031]

WANTED.  
ENGINEERING, MACHINERY, & HARDWARE ASSISTANT (Chinese) for export Agency. Must be good Salesman. Permanent position. Good prospects for energetic man.  
Apply giving Age, full particulars of Experience and Salary expected to:  
Box No. 1035,  
Care of Daily Press Office.

[1035]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer  
"DELTA"

Arrived Hongkong, on June 10th, 1921.  
FROM ANTWERP, LONDON, MARSEILLE, PORT SAID, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, June 10th, 1921. [1047]

NOTICE TO CONSIGNEES.  
OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer  
"YANGTZE"

are hereby notified that the Cargo will be discharged into HOLT'S WHARF, KOWLOON, there it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 10th JUNE.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th JUNE, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th JUNE, or they will not be recognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, June 10th, 1921. [1048]

VERENIGDE NEDERLANDSCHE SCHIEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)  
HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.  
FROM HAMBURG, ROTTERDAM, LA ROCHELLE, PALICE, LISBON, GENOA AND SINGAPORE

THE Steamship  
"BRIELLE"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

Goods not cleared by the 17th JUNE, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 16th JUNE, 1921, at 10 a.m. by Messrs. GORDON & DOUGLAS.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA JAPAN LINES, General Agents.

Hongkong, June 9th, 1921. [1049]

## INTIMATION

## OLD BROWN BRANDY.



25 Years in wood.

Specially selected for

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

Telephone 618

## BIRTH.

KING.—At Shanghai, on June 4th, to Mr. and Mrs. W. H. KING, a son.

## MARRIAGE.

CLARK—BRAND.—At Shanghai, on June 4th, ANDREW JAMES CLARK, eldest son of the late James Clarke, C.M. Customs, Shanghai, and ALICE BRAND, of Shanghai.

GORDON—LANG.—At Shanghai, on June 4th, JOHN LOCKHART GORDON, to MARGARET LANG, eldest daughter of Mr. Archibald Lang.

LEVIN—GRIMOVSKY.—At Shanghai, on June 4th, ANNA GRIMOVSKY, to EDUARDO LEVIN.

## DEATH.

WILSON.—At No. 62, Seymour Road, Shanghai, on June 8th, ADRIAN BURROWS, dearly beloved wife of G. O. Wilson, in her 71st year.

HONGKONG OFFICE: 10A, DES VOGES RD., C. LONDON OFFICE: 111, FINSBURY ST., E.C.

## The Daily Press.

HONGKONG, JUNE 13TH, 1921.

## THE DISARMAMENT QUESTION

A CABLE from Washington states that informal favourable responses have been received from several Governments to whom the United States has recently informally suggested international disarmament negotiations. Whether this refers only to the proposal made some time ago by President HARDING for a Naval Conference, or whether it covers the whole idea of the Covenant of the League of Nations for a general reduction of armaments on land and sea, by agreement, the cable does not make clear.

But it is a very welcome step whether it means negotiations on naval armaments only or whether it comprehends the whole field of armaments. It is a proof that though the United States has repudiated at the polls the Covenant of the League of Nations, in the drafting of which President WILSON played a leading part, the Government is nevertheless prepared to take practical steps to achieve what is really the whole aim and purpose of the Covenant.

A sub-committee of the Executive Committee of the League of Nations have recently presented an interim report on the subject of disarmament in which it is declared that Article 100 of the

Versailles Peace Treaty, which lays down in detail the armaments required by Germany for preserving order at home, represents a scale "which was expressly laid down in order to render possible the initiation of a general limitation of the armaments of all nations." They point out that this might well be taken as a basis for other States to determine their requirements for preserving order at home; for it is unlikely that European States in general will regard their populations as more lawless than the German nation after its defeat, or claim on geographical or other grounds a larger army in proportion for that purpose. They also point out that this provision of the Peace Treaty shows that it is practicable to draw a distinction between forces needed to preserve order at home and for other purposes.

With regard to the armaments required to protect a country and its overseas dependencies from aggression by rival Powers, that question, the committee point out, depends mainly on the surplus force which each State possesses after making provision for keeping order at home and for protecting its own overseas dependencies against barbaric incursions.

Therefore they consider that it ought to be possible to obtain by negotiation a considerable reduction all round in the estimates submitted under this head.

They recognise, of course, that a complete reduction of armaments to the proposed scale could not be expected until the execution of the Peace Treaty is complete and the situation in Russia is cleared up and all Great Powers are members of the League.

We look to the United States, however, for the next word on the question of naval armaments, for it is America's huge Naval building programme, that is generally regarded as the disturbing factor in the outlook. Great Britain has given very tangible proof of her sympathy with the demand for a reduction of the armament of nations, and indeed the step which the cable informs us to-day has been taken by the Government at Washington reads like an answer to the appeal made to it by Lord LEE, the British First Lord of the Admiralty in a public speech a few months ago. British policy aims at very great reductions in the strength of the Fleet with corresponding reductions in the shore establishments which minister to it. The old policy of a "two-Power standard" has been discarded in favour of a "one-Power standard," but we may note that the sub-committee who recently reported to the League of Nations on the disarmament question referred to this as "not of itself enough to put an end to competitive building." What is needed, the sub-committee said, is the acceptance of the "one-Power standard" by Great Britain and America jointly, and an agreement between the two as to the number, size, and armament of the capital ships which each should maintain. They also consider that such an agreement is necessary with Japan.

We may assume that Japan is one of the Powers that sent a favourable response to the informal inquiry sent out by the United States Government. It is interesting to note that there is a strong campaign in progress in Japan at the present time for the reduction of armaments. Mr. YUKIO OKAKI, a well-known politician who has held cabinet rank, has been on an extensive tour in the Southern provinces addressing mass meetings in the interest of reduced armaments, and he intends going on a similar tour in the Northern provinces. "Our people," he is reported as saying, "are alive to the necessity. No nation can go on spending twenty to fifty per cent. of its revenue upon that which ensures war. All this generation and all people must know that only by reduction of armaments and by arbitration treaties can civilisation be saved from disaster and decimation, for another world-war means that most of the able-bodied men and women will perish in the struggle." "Everywhere I have been in this country," he said, "the reduction of armaments is a policy which receives overwhelming support. The only place where it has met with defeat is the Lower House of the Japanese Parliament, and I affirm that our Diet does not represent the national sentiment on the question." Admiral KATO, Minister of the Navy, has quite recently declared that all that Japan is doing is "simply executing the programme drawn up by the Naval authorities some twenty years ago," and, while not regarding himself as an ardent advocate of armament expansion, he had no intention whatever of curtailing the present programme.

Yet Japan is spending on her Navy far more per head of the population than any other country in the world. On the question of the Navy's numerical strength it is interesting to note that he regarded a reduction as an impossibility "because two Japanese are needed to perform the work done by one British bluejacket"—a remark which suggests some of the difficulties which a conference might be expected to encounter in fixing a scale. What, however, the League of Nations Committee has proposed as a basis of discussion is that ten capital ships, with light cruisers, submarines, and other auxiliary vessels, should be regarded as a maximum which Great Britain should not exceed so long as it was not exceeded by America, and as long as there was a satisfactory agreement with Japan. This figure, they obtained from the Admiralty declaration in the Navy Estimates as to the minimum necessary for the training of the Navy in post-war exercises. It is manifestly of great value to have such a statement as this as a basis of discussion in the proposed negotiations.

The Hon. Secretary of the Royal Hongkong Golf Club announces in to-day's advertisement competitions for the present month on the Happy Valley Course.

The Government Gazette contains the rules which have been framed under the China Order in Council, whereby divorce proceedings can be instituted in Shanghai.

One Indian case of diphtheria and one Chinese case of enteric were the only cases of communicable disease reported in the Colony for the 24 hours ended on the 10th inst.

His Excellency the Governor has been pleased to nominate Mr. M. P. TALATI to be a Member of the Court of the University of Hongkong for a term of three years, with effect from the 1st June, 1921.

Two afternoon concerts (violin and piano) will be given by Vladimir Sirodo, and Harry Ore in the City Hall at 5.45 p.m. to-morrow and Friday next. Excellent programmes have been arranged.

There is no news yet of the release of the Rev. Mr. STEVENS, a missionary in Shensi, who was captured by brigand soldiers and is being held as a hostage for the release of people held captive by the Governor of the province.

A welcome was extended in H.B.M.'s Supreme Court, at Shanghai, last week, by the British and American Bars, to His Honour Justice Peter GRAIN, this new Assistant Judge of the Court. Mr. Grain has been transferred from Egypt.

A gardener of Chaiwan Gap, near Lyenun, was robbed by four men who entered his matted at midnight on Friday. All the men were armed with knives, and three carried torches. They tied up the surprised inmates and then ransacked the place, stealing what little property there was. Morning came before the people could attract attention and regain their freedom.

Baron Kiyotake Shigeno, well known as an aviator, in Japan, who has been contemplating the inauguration of an aerial mail service between Tokyo and Seoul, has recently submitted his plan to the authorities. Baron Shigeno, who is supported by Mr. Seibei Nishikawa, president of the Kawasaki Airplane Factory, proposes to use French machines for the proposed service. According to the plan, Nagoya, Osaka, Hiroshima and Hakodate are the principal stopping places, and the distance covered will be about 1,200 miles.

Mr. Cerveira d'Albuquerque e Castro, Consul-General for Portugal who will be going home on the 14th inst. on a well earned furlough, was entertained by the members of the Club Lusitano on Friday night, the 10th, to a dinner at the Hongkong Hotel. Mr. Shinn-Netto, President of the Club Lusitano, and the Consul bon voyage, referred to the invaluable services rendered by the Consul to the Club. The Consul thanked the members of the Club for the honour they had done him, and assured them of whatever assistance he may render to further the interests of the Club, adding that he did not deserve any praise as he was simply doing his duty and he hoped what little assistance he could give to the Club would greatly benefit the Portuguese community.

The St. Andrew's Troop of Boy Scouts, and the Girl Guides, attended the morning service at St. Andrew's Church, Kowloon, yesterday. His Excellency the Governor (Sir Edward Stubbs, K.O.M.G.) was present, accompanied by his A.D.C., Capt. D. BURLINGAME. Before the service H.E. the Governor, as Chief Scout of the Colony, inspected the Boy Scouts and Girl Guides. The Rev. G. R. LINDSEY conducted the service and the Bishop of Victoria gave the address. Miss IRVING, Miss H. IRVING, and Miss WARREN were in charge of the Girl Guides and Corporal GREENAWAY (Wills Regt.) of the Boy Scouts. There are now 400 Boy Scouts in the Colony and the number of Troops has been increased to eight. Thanks to the support of the Hon. Mr. TAN CHU-PAT and Mr. HO KONG-TONG, considerable advances have been made of late in the way of getting recruits amongst the Chinese.



# TEST MATCH AT LORD'S: RECORD CROWDS CLAMOUR FOR ADMISSION.

## IMPERIAL POLICY: GENERAL SMUTS' VIEW.

### ADMIRAL SIMS' SPEECH: ORDER OF SECRETARY OF NAVY.

LATEST CABLES.  
(THROUGH BUTLER'S AGENCY.)

#### THE SECOND TEST MATCH. RECORD CROWDS AT LORD'S.

LONDON, June 11th.  
The gates at Lord's cricket ground were besieged by crowds unequalled in the history of cricket. The public gates were closed before the start. Thousands were turned away. Among the strugglers for admission before the arrival of His Majesty the King, at noon, were Mr. and Mrs. Asquith, and the Australian Prime Minister, Mr. Hughes. With the utmost difficulty the police made way for the Royal car. An hour and a half after the start ticket-holders were still lined up, waiting to crush through the narrow reserved gate. Hundreds of those who had no tickets were outside the other gates waiting for a chance of a vacant seat later in the day.

#### ARMSTRONG'S PUZZLING BOWLING.

LONDON, June 11th.  
At Lord's, in brilliant weather, before a crowd of 27,000 the Test match began to-day. England won the toss. It was a perfect wicket, and England made an enterprising start, making 20 runs in 20 minutes. Then disaster overtook the side, and it lost 3 wickets for 25 runs. The first hour's play realised 35 runs. Douglas and Woolley made a determined stand, and produced 83 in 105 minutes. After that there was a procession, with the exception of Woolley, who played splendid cricket. He went in at the fall of the first wicket and was last out for 55 runs (including 10 fours). Douglas, also, played sound cricket for 34. Armstrong bowled puzzlingly; in the 18 overs he bowled there were 12 maidens, 8 runs were given, and one wicket was taken. Malley took 4 wickets for 55; Macdonald 4 for 53; and Gregory 1 for 51. The fielding was most keen. The innings lasted 3 hours and 38 minutes.

The Australians, at the close of play, had made 191 runs for the loss of 3 wickets, Bardsley contributing 88. Despite seven changes of bowling by England, the Australians scored freely.

#### NEW TEST TEAM.

LONDON, June 11th.  
In the Test team, Haig, Tennyson, and Dipper replace Mead, Hearne and Fry. The Australians are omitting Ryder, Oldfield, Mayne and Collins.

#### EARLIER CABLES.

#### FRY OFFERS TO STAND DOWN.

LONDON, June 10th.  
Not satisfied with his present form, Fry has requested to be allowed to stand down from to-morrow's Test match.

#### AUSTRALIANS v. GLOUCESTER-SHIRE.

At Bristol the Australians v. Gloucestershire match was continued before seven thousand people. The Prince of Wales attended after receiving the freedom of the city, and was accorded an enthusiastic reception. Armstrong lunched with the Prince in the city.

Gloucestershire were dismissed for 179. Following on, they scored 140 for 1 (Dipper 70, Barnett 60). The match was drawn.

#### COUNTY RESULTS.

Cambridge beat Warwick by 259 runs. Middlesex beat Yorkshire by an innings and 78 runs.  
Kent beat Leicester by two wickets. Lancashire beat Hampshire by three wickets.  
The Nottingham v. Essex match was drawn.

#### DEATH OF FAMOUS RACE HORSE OWNER.

LONDON, June 10th.  
The American millionaire and naturalised Englishman, Mr. C. T. Garland, the racehorse owner, who served as a trooper in the British Army during the war, has died.

#### CHAMPION BOXER SUSPENDED.

NEW YORK, June 10th.  
Joe Lynch, the world's bantam-weight champion, has been suspended on the ground of violation of contract.

#### LYNCH BREAKS CONTRACT.

LATEST CABLES.

#### THE MINERS' BALLOT. TWO QUESTIONS TO MINERS.

LONDON, June 11th.  
The decisions on which the miners have been invited to cast votes have been crystallised into two plain questions in the ballot paper issued by the Federation. The first asks if they favour fighting on for the principles of a National Wages Board and a National Pool, with the loss of the Government subsidy of ten millions, if there is no settlement by June 18th.

The second asks if they favour accepting the Government and owners' terms, as printed at the back of the paper. The particulars show that during the temporary period in which the subsidy of ten millions is applicable to mitigate reductions in wages, the first of such reductions will not exceed 2s. per shift for adults and 1s. for youths. A further reduction after August 1st, will be mutually agreed upon until the Government grant is exhausted, when the temporary agreement will come to an end. The owners' proposals regarding a permanent scheme are also summarized.

#### DIFFERENCE OF 11D.

LONDON, June 11th.  
The cotton dispute conference at Manchester lasted nine hours. The difference between the employers and the employees' figures regarding the proposed reduction in wages, at the start, was 22d. This was later diminished to 11d., namely, the employers desiring 53d. and the employees only 42d. in the pound reduction. The employers declined arbitration, and the conference adjourned till Tuesday.

#### COST OF COAL STRIKE.

LONDON, June 11th.  
The Supplementary Civil Service Estimate of £18,230,710 includes £6,300,700 for expenses of establishing food and general transport organisations in connection with the coal stoppage, of which £8,000,000 was for the purchase and importation of coal. It also, includes £9,000,000 to meet expenditure arising from the Government control of railways. The original estimate for railway agreements liquidation was £30,000,000, but an extra nine millions was necessary to meet the deficiency in the receipts of railways owing to coal stoppage and trade depression.

EARLIER CABLES.

#### TWO-THIRDS MAJORITY NEEDED LATER.

LONDON, June 10th.  
The miners' ballot papers are returnable on the 17th inst.

The decision to take a ballot of the miners on the owners' new proposals was reached on a card vote by a national delegates' conference of the miners, at which two hundred were present, representing 356,000 members. Mr. Herbert Smith presiding. The ballot papers will not contain a recommendation, but will include the question whether the men are prepared to drop a national pool. The executive has decided that a two-thirds majority will be required to continue the stoppage.

The proceedings of the conference were animated. South Wales and Scotland opposed the ballot, but withdrew their opposition after the districts had been consulted. Only Durham and two other small districts voted against taking a ballot. A motion to advise the miners to reject the terms was overwhelmingly defeated, only Durham and Lancashire supporting the proposal.

#### WAGES IN COTTON INDUSTRY. NEGOTIATIONS PROCEEDING.

LONDON, June 10th.  
Representatives of cotton employers and operatives resumed negotiations at Manchester in regard to the amount of the reduction in wages. The proceedings are expected to be prolonged, but optimism prevails in regard to a satisfactory issue.

#### TRAPPED IN COAL MINE. A HUNDRED MINERS CUT OFF BY FIRE.

PEAB, ILLINOIS, June 10th.  
A hundred miners are trapped as the result of a fire in a coal mine belonging to the St. Paul Railroad.

LATEST CABLES.

#### IMPERIAL CABINET. GENERAL SMUTS' SURVEY OF PROBLEMS.

LONDON, June 11th.  
General Smuts, accompanied by the Ministers Sir Thomas Smitt and Mr. Meints, has arrived to attend the meeting of the Imperial Cabinet.

General Smuts, interviewed by Reuters, said that it was most inconvenient for himself and his colleagues to leave South Africa, where the Union Parliament was at present dealing with most important matters. They only did so because of the importance they attached to the discussion with their British colleagues. But the other Dominion's Premiers were much in the same position. He hoped that the sacrifice which the Dominion's peoples were making in sending their leaders to London would be justified by the results of their labours. General Smuts did not doubt that the forthcoming meeting was of far-reaching importance for taking stock of the post-war situation, as affecting the British Commonwealth. It was imperative, as nothing could be more dangerous than uncertainty and vacillation amidst the present perils of the world situation.

Dealing with the situation in South Africa, General Smuts said that a searching test was applied to the people of South Africa by the secession issue. It only deepened their resolve to go forward as a united people in comradeship with other nations of the British Commonwealth. Arising from the defeat of the secessionists the United Party was created, representing both the white races as the guardian of South Africa's national interests. These developments had a far-reaching Imperial significance, clearly indicating the necessity of avoiding a policy of drift on the question of Dominion status and the urgency of the earliest settlement of outstanding obscurities. The separatist movement had not been finally killed in South Africa, and was not likely to remain confined there, unless the rights of the Dominions to equal nationhood and Statehood were recognised in the clearest, constitutional form without delay.

Dealing with the economic question, General Smuts said that the Union Government had singled out currency and banking reform as the keystone of their economic policy. South Africa's economic position was exceptionally healthy and strong. It had been a matter of satisfaction to the Union Government that their policy of a central bank and gradual deflation of currency was recommended as a model for other countries by the Financial Committee of the League of Nations. The problem at present confronting the Union was to find markets for its raw products. So far the British home markets had been the Union's chief customer, but the present depression and unhappy unsettledness and dislocations of the British industry were forcing the Union to look in other directions for markets. He was bound to point out that foreign trade was a matter of exchange, and that incidents on the Union would inevitably follow its produce to foreign markets. It was a serious consideration for the British industry. He hoped for a speedy return to normal conditions.

#### IDEALS OF CECIL RHODES. MORAL UNITY OF ENGLISH-SPEAKING WORLD.

LONDON, June 11th.  
Presiding at the annual dinner of the Rhodes Scholarship Trust, at Oxford, Viscount Milner, in the course of an eloquent tribute to Cecil Rhodes, emphasising the fact that the two objects of the future that Rhodes had in his life were unity of the British Empire and indissoluble Anglo-American friendship, said that Rhodes believed profoundly in the existence in every part of the Empire and of the United States of a large body of men, of similar training and traditions, would do more than anything else to strengthen and maintain the moral unity of the English-speaking world, so that it may forever stand together as it did during the war for the defence of a common civilisation, and forever settle differences as family differences by peaceful means in a fraternal spirit.

Lieut. Col. L. Stennett Amery, M.P., emphasised the immense difficulty of the task of enabling a group of free, self-governing communities to reach a common policy. He suggested the possibility in the future that independent communities might be synchronised in action not by major votes, or a direct federal constitution, but by unity of thought and ideal.

#### DEMPSY-CARPENTIER FIGHT. HOW INLAND REVENUE WILL BENEFIT.

NEW YORK, June 11th.  
Inland Revenue Officials calculate making \$50,000 on income-tax, and \$20,000 on the amusement tax in the Dempsey-Carpentier fight.

Dempsey's share of the prize money is estimated at \$75,000, of which over half will go to the Treasury. Carpentier's liability to income-tax is estimated at \$23,000.

#### TENNIS.

#### SHIMIDZU DEFEATED.

LONDON, June 11th.  
At Beckenham, in the Doubles semi-final, Hunter and Shimidzu won the match in the fourth round.

In the mixed event, Shimidzu and Miss Hawkins beat Jacob and Miss Shepherd by 6-2, 6-4.

In the semi-final, Prebble and Mrs. Lambert Chambers beat Shimidzu and Miss Hawkins by 5-7, 6-2, 6-3.

SHIMIDZU WINS DOUBLES.  
LONDON, June 12th.

At Beckenham, in the Kent championship finals of the Doubles, Shimidzu and Hunter beat Barrett and Norton by 6-4, 3-6, 6-1. Shimidzu's volleying was delightful.

#### PROFESSIONAL GOLF TOURNAMENT. ABE MITCHELL'S SUCCESS.

In the Thousand Guineas Professional Golf Tournament, at Gleneagles (Perthshire), ten Americans were eliminated in the early stages, and Abe Mitchell beat the Australian Kirkwood in the final, by 7 up and 6 to play.

#### SCULLING CHAMPIONSHIP. EASY VICTORY FOR ARNST.

BLUMENHOF (NEW ZEALAND), June 11th.  
In the world's sculling championship race, on the Wairau river, Arnst defeated Hannan by three lengths easily in 22 minutes.

#### DISARMAMENT PROBLEM. FAVOURABLE RESPONSE TO UNITED STATES' SUGGESTION.

WASHINGTON, June 11th.  
An informal statement says that favourable responses have been received from several Governments to whom the United States recently informally suggested international disarmament negotiations.

#### WORLD'S FINANCE. BANKERS' ASSURANCE TO UNITED STATES.

WASHINGTON, June 11th.  
It is understood that groups of American and international bankers have given an assurance to the Government that American officials' sanction will be sought in all future dealings affecting the world financial situation.

#### GREEK SHIPPING DISASTER. NOT A PASSENGER SAVED.

ATHENS, June 11th.  
The fears of the owners of the *Bombardina* as to the extent of the disaster have been confirmed.

Reuters's Smyrna correspondent says that two out of a crew of 25 were saved, but he does not mention any passengers.

#### U.S. IMMIGRATION. SOLUTION OF LEGAL DIFFICULTY.

WASHINGTON, June 11th.  
The immigration problem arising out of the fact that many immigrants were already on their way when the new immigration law came into force will be solved, if the House of Representatives endorses the favourable report of their Immigration Committee permitting landing of all who embarked for America before June 8th.

Mr. Johnson points out that it would not affect the total authorized in the course of a year.

#### WASHINGTON LABOUR CONVENTION. SWEDISH LEGISLATURE GIVES QUALIFIED ACCEPTANCE.

BROOKLYN, June 10th.  
The Riksdag has passed a Bill regulating working hours on the basis of the Washington Convention, but exempting a number of special vocations from the application of the eight-hour day.

#### EDITOR AS U.S. PROHIBITION COMMISSIONER.

WASHINGTON, June 10th.  
Mr. Roy Haynes, newspaper editor of Ohio, has been appointed National Prohibition Commissioner.

LATEST CABLES.

#### ADMIRAL SIMS' SPEECH. ORDER OF SECRETARY OF NAVY.

WASHINGTON, June 11th.  
Admiral Sims' leave of absence in England has been revoked to-day. He has been ordered to report immediately to the Secretary of Navy.

LONDON, June 12th.  
It is not necessary to attach much importance to the action of the American Secretary of the Navy in ordering Admiral Sims to return. This is somewhat in the nature of a political farce, in view of the fact that Admiral Sims' official itinerary, published some time ago, provided for departure from England to America on June 15th.

#### GERMAN LONG RANGE GUNS. ALL SAID TO HAVE BEEN DESTROYED.

BERLIN, June 11th.  
It is semi-officially announced that, replying to the Inter-Allied Control Commission's note regarding the location of the war-time long range guns, the German Government states that seven were constructed, four of which were destroyed before November 1918 and the balance scrapped during 1919.

#### NEW INDIA OFFICE DEPARTMENT. TO DEAL WITH QUESTIONS OF NOVEL CHARACTER.

LONDON, June 12th.  
The India Office has formed a new department to deal with labour and industrial questions in regard to India and with such questions of a novel character connected with India's relations with the rest of the world, which have been created by her admission to the League of Nations, including questions of Indian immigration, and of rights and status arising with the Dominions in other parts of the Empire.

#### TRIAL OF WAR CRIMINALS. ACQUITTAL OF GERMAN STUDENT.

LAUREN, June 11th.  
The first Belgian war criminal's case has resulted in the acquittal of the German student who was charged with imprisonment and maltreatment of Belgian children at Grammont in 1917.

#### KING CONSTANTINE. THERE WAS AN EMOTIONAL SCENE IN THE ASSEMBLY AND THE PREMIER WAS CHEERED WHEN HE ANNOUNCED THAT KING CONSTANTINE WAS GOING TO THE FRONT IN ASIA MINOR, ON JUNE 11TH, AND THAT HE HIMSELF WAS ACCOMPANYING THE KING.

ATHENS, June 11th.  
There was an emotional scene in the Assembly and the Premier was cheered when he announced that King Constantine was going to the front in Asia Minor, on June 11th, and that he himself was accompanying the King.

#### U.S. SHIPPING BOARD. POLICY OF ADMINISTRATION.

WASHINGTON, June 11th.  
The plans of the Administration concerning the Shipping Board contemplate the fullest co-operation with commercial interests with a view of the elimination of unsystematic shipping services everywhere in the world, irrespective of American commercial needs. The heavy losses of the Government since the inception of the corporation will be charged to war account.

#### FAR EASTERN CABLE NEWS.

(THROUGH BUTLER'S AGENCY.)

#### CROWN PRINCE OF JAPAN.

LONDON, June 11th.  
Baron Hayaishi was the principal guest at a dinner of the Oriental Circle of the Lyceum Club on the occasion of the inauguration of the Japanese section. The company included Yoshida, Lo Chong, Lord Lamington, and Lady Robert Hart. In the course of replying to the toast Baron Hayaishi said that Prince Hirohito had enjoyed more freedom here than ever in Japan.

Paris, June 8th (delayed).  
The Japanese Crown Prince attended at Fontainebleau Palace, the celebration of the 100th anniversary of Napoleon's death.

The Prince witnessed to-day the Chantilly races.—Havas.

#### NEW B.I. STEAMER FOR FAR EAST.

LONDON, June 11th.  
The British India steamer *Manila* will start on her maiden voyage as a Peninsular liner, sailing from London with passengers and cargo to the Straits, China and Japan on June 10th.

#### THE NEW VLADIVOSTOK GOVERNMENT. STATEMENT BY THE HEAD OF THE GOVERNMENT.

VLADIVOSTOK, May 31st.  
"On May 30th the overthrow of the Communistic Government was effected by unarmed citizens at Vladivostok. The disgraced Communistic Government, based on armed force, the selling of steamers, railways and national property belonging to the State, and the wasting of money for Communistic propaganda, does not exist any more. The authority has been resumed by the Council of the Assembly of non-Socialistic organisations of the Far East, representing 58 public organisations, the Army of the late General Kappel, and the Usuri Cosack's organization.

As a guarantee of democratic rule, an Extraordinary Assembly of these organizations has been convoked, the elections to the local Parliament started, and the Constitutional Assembly will be convoked on the basis of universal suffrage.

#### SPRISON MURKOV. Chairman of the new Government.

The Information Bureau at Vladivostok has issued the following statement:—  
The National Flag is flying everywhere, and complete order prevails. The railway is working uninterruptedly.  
The Volunteer Fleet steamers have resumed their regular trips.  
The change of Government is welcomed by all the population. Delegations are coming from the regions occupied by the Chita Government expressing their desire to submit to the Vladivostok Provisional Government.

#### QUEST FOR BLUE TIGERS. THRILLING EXPEDITION TO UNKNOWN CHINA.

Mr. Arthur de C. Sowerby, a Fellow of the "Zoo" and a member of the Biological Society of Washington U.S.A., will shortly leave London in search of blue tigers in China (says the *Daily Express* of May 11th).  
What a blue tiger is really like no one in Europe or America yet knows. It may be sky-blue, or periwinkle, or cobalt, or even Prussian blue. At any rate, it is said to be blue. It has been heard of along the south-eastern coast of China, and it is much "wanted" by zoologists.  
Mr. Sowerby is going to track blue tigers on behalf of the Smithsonian Institution, at Washington—a natural history museum. He will go prepared, if necessary, to hunt a blue tiger to its lair in a cave, with the aid of torches, and to shoot it at night.

NOTE IN CAPTIVITY.  
"The blue tiger is perhaps a distinct species," said Mr. Sowerby, "and it is probably smaller than the Bengal tiger. Stories are told of it having been seen near the Chinese coast, but there is no specimen of it in any collection."  
Another animal of which there is no living example in any Zoo is the great panda, or large cat-bear, and Mr. Sowerby hopes to find one of these. The great panda stands about 2½ feet high, has no tail, and lives in the highlands of the Tibet border.

Two other rarities to be searched for are the white-maned serow, a kind of goat with a long white mane, and the takin, a creature something like a musk ox with a Roman nose.  
Mr. Sowerby expects to have two or three years travelling about southern China, of which he hopes to make an exhaustive biological survey. He will make a call on the oldest inhabitants, known as the Lolo and the Miaoze, two branches of the original population of China, who were there before the Chinese. These remnants of an almost vanished race live in the mountains in the south-west of China.

#### JAPAN AND CHINA.

The acting Consul General for Japan at Simla, recently received the following communication from the Foreign Office, Tokyo, dated 29th April:—Some people have suggested that China are indulging in a propaganda campaign in the newspapers to create a false impression of the Japanese military authorities have supplied arms and ammunition to the Russian and Mongolian forces operating in that region, and that Japan is in collusion with a certain Chinese clique, and is abetting it in its attack of the Japanese Government. It is hardly necessary to point out that these allegations are fabrications, pure and simple, propagated for the purpose of discrediting the attitude of Japan towards China, necessitating neither contradiction nor elucidation on our part. As however, at this time when reports concerning the political unrest in China are almost incessantly received, even rumours of a flimsy character such as the above may sow the seed of misunderstanding and misapprehension both at home and abroad. The Japanese Government hereby asserts the utter groundlessness of the above allegations, and at the same time declares that they shall not allow in their attitude of strict impartiality and probity towards China, which they have maintained heretofore.



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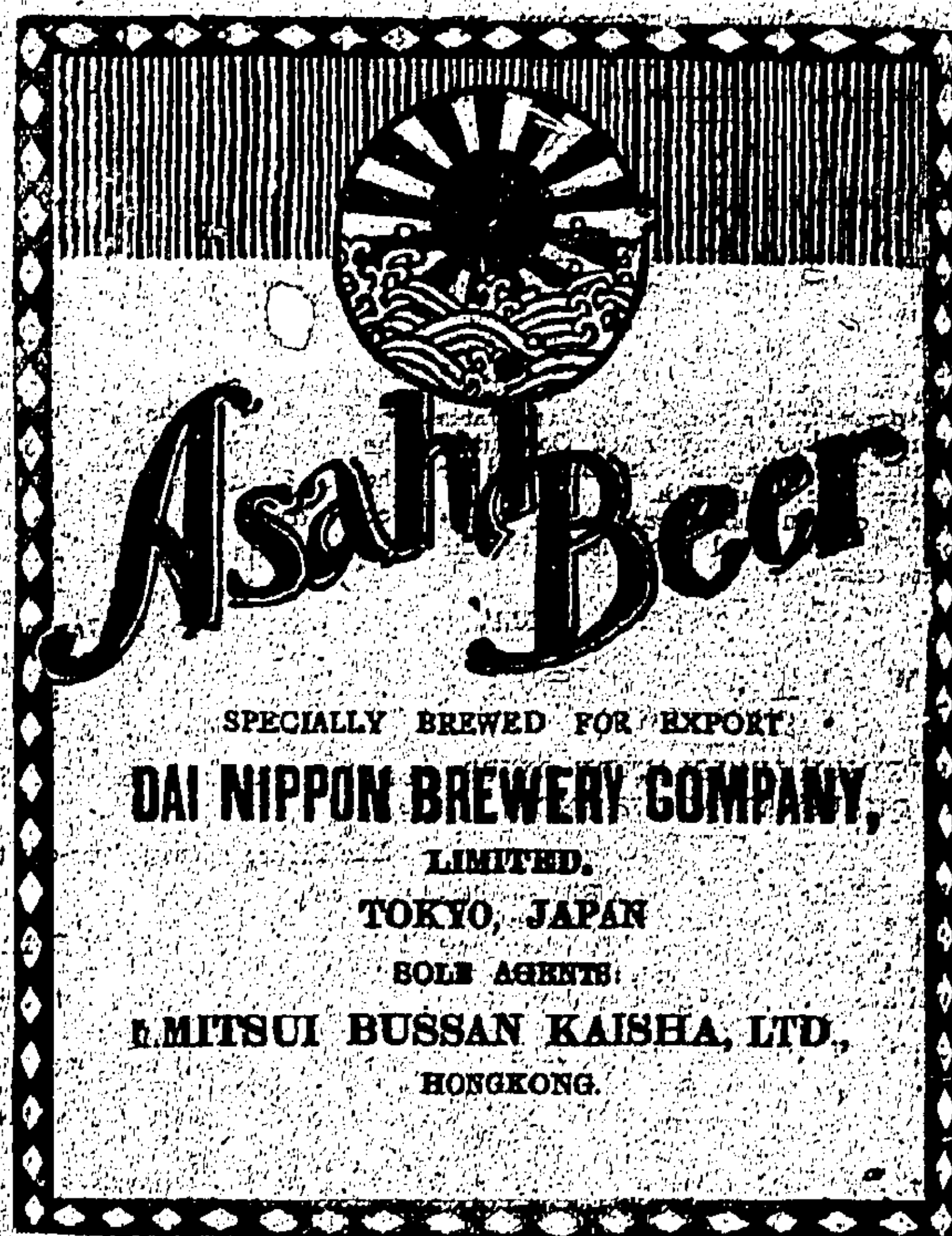
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## PARIS FASHION NOTES.

### EVOLUTION OF THE TAILOR-MADE.

(BY OUR SPECIAL CORRESPONDENT, HARRIS RAMSAY.)

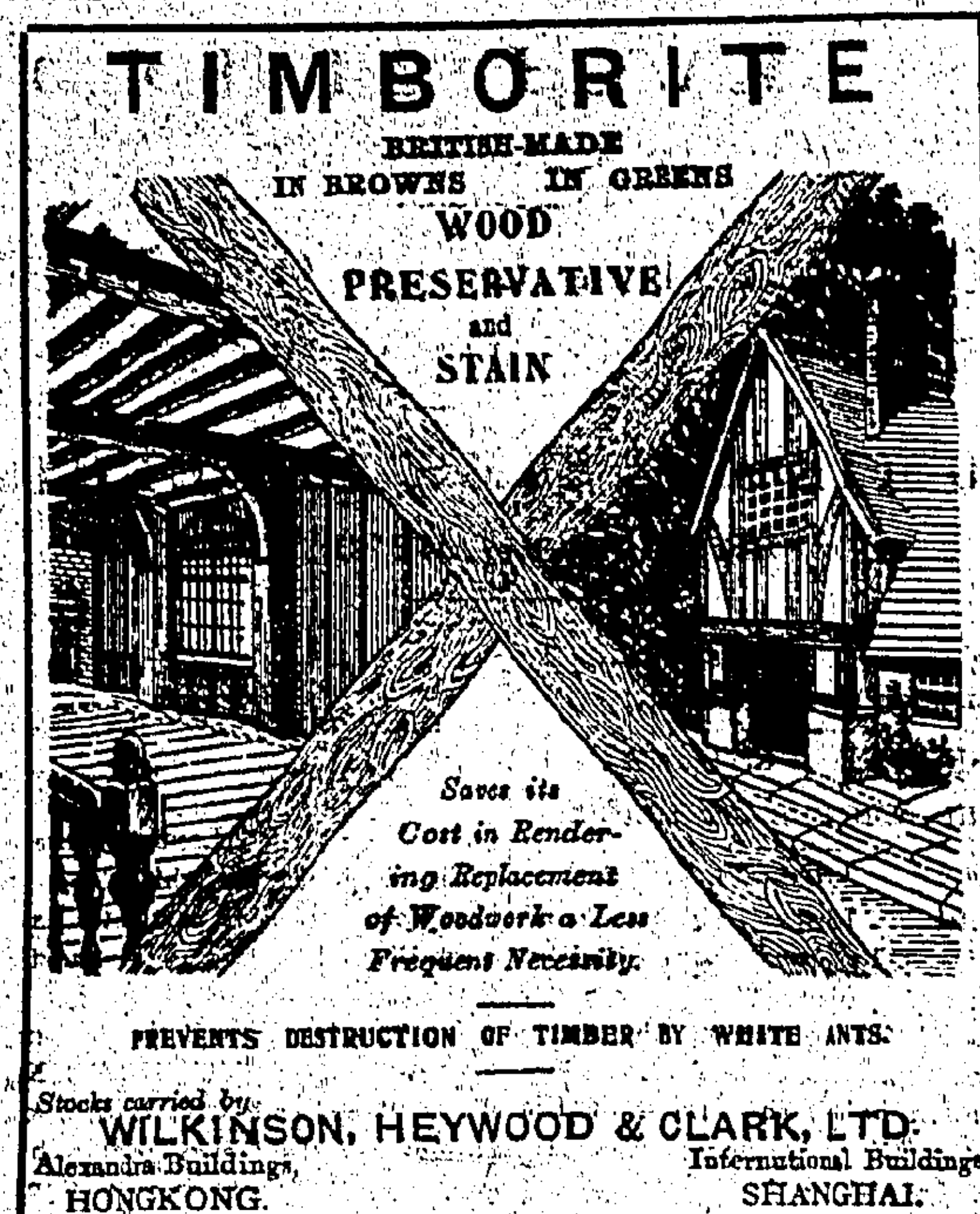
Paris, April 4th.

Quite a book might be written on the subject of "The Evolution of the Tailor-made." As the modern French designer creates it, it is as different from the original severe model as the proverbial chalk is from the proverbial cheese. Not only has its line altered and changed out of all recognition, but it now figures in any and every material. The day is gone when serge and homespun were considered to be the only materials suitable to be fashioned into a coat and skirt; now, there is no fabric too delicate to be made up into this type of costume, and the satin, tulle or crepe de Chine tailor-made is as ubiquitous as was formerly the heavy serge one.


The obvious result of this acceptance of light materials has been a change in the line of modern tailor-made. They now follow along the most fantastic lines, and tailors are allowed a hitherto undreamt-of license in the matter of cut. The skirt may be pleated or gathered or even draped, according to the fantasy of the designer; the jacket may reach to the knee or end abruptly just below the waist; it may be loose-fitting and swallow the body as in a kind of a loose blouse, or it may gently define the lines of the figure; it may have a collar buttoning up to the throat or show any kind of opening it please down the front. As to the blouse worn with it, this may be merely a silk jumper or tunic, or else a flimsy Georgette or crepe de Chine model, or, again, it may ape the skirt-blouse type, but with all the elegance that rich fabrics, jewelled buttons and discreet embroideries can lend.

ACCESSORIES OF TAILOR-MADE.—Seeing that the dictates of modern fashion demand that as much attention be paid to the accessories as to one's toilette itself, it stands to reason that the shoes, gloves, hat, and bag worn with a modern tailor-made are not the same as those which women have been in the habit of wearing, or which many Englishwomen are content to wear even to-day. Just as the tradition of the stiff, mannish suit has disappeared, so has that of the flat-heeled, square-toed boots or shoes to be worn with it, and it is now considered quite in keeping to wear the most transparent of stockings and the most delicate of shoes with a tailored costume. In fact, the colouring of the hose as well as that of the foot-wear is taken into consideration and made to form part of the general effect. Fawn, mole, grey or beige coloured stockings will tone with a costume in one of these shades; shoes will tone in with the general colour scheme, without, however, going to the extent of being of the same colour or harmony of shade as the costume itself. If there is a suggestion of black here, or of other trimming on the costume, the shoes will, without doubt, be black—for preference, black guaze kid; if there is a touch of *coq de roche*, burnt orange or one of the other tones of this popular colour on the suit, or if the material itself happens to be in one of these shades, then the shoes will follow suit and borrow their colour from one of the modified tan nuances. A Paris tailor is showing an example of the former with a suit in grey duvetyn trimmed with big black buttons and lined with black satin; a grey crepe de Chine blouse fastening with jet buttons; a black satin turban arranged with a drooping bunch of black and grey feathers at the side, black gloves and black glazed shoes and grey silk stockings complete this ensemble of black and grey effects. Another creation is in a burnt orange shade; amber buttons and lining, an amber-shaded crepe de Chine jumper, a toque of amber-coloured feathers, with dark tan gloves, shoes and stockings, complete the scheme of general harmony.

rice, GAUNTLET GLOVES.—Gauntlet gloves are much worn with the modern tailor-made, and fabrics that are popular are chambray, strong kid and antelope. The fashion, which has by now become almost a general habit, of adding decoration to one's gloves lends itself admirably to the gauntlet glove, and the possibilities are limitless when it is a question of repeating two shades to harmonise with the rest of one's toilette. Just now, there is a wholesale penchant for grey suede on antelope gloves, just as there is a continued one for grey stockings. Both are most becoming, especially the latter when worn with black glazed shoes and in conjunction with a dark dress. Another grey note—very much to be seen, too, these days—is grey lamb's wool. Frocks, coats and jackets with bands of grey lamb's wool as trimming are worn with a togle of the same skin, or else a hat with an upturned brim covered with it; gauntlet gloves show a deep band of it and muff and stoles of lamb's wool are also much in favour. Although generally popular, it is rare to see a jacket, hat or coat made entirely of lamb's wool, designers using it more as a trimming and a substitute for fur, which has reached a prohibitive price; than as an actual material. Gauntlet is another of the cheaper varieties being worn by women unable to afford any of the more expensive furs. When lamb's wool is used for trimming it is skinned and dyed, usually a pale grey shade; when it is made up into stoles or muffs the wool is left long and is then bleached. The former variety is the more often seen, probably on account of the difficulty of keeping the other as immaculately white as it must be if it is not to look frowzy and untidy, and also, because of the delightful effect of youth and softness which the mass of tiny grey curls is capable of lending to any face or figure. For children's wear it is delightful, and the most charming little coats and hats are being made from or trimmed with lamb's wool.



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S.S. "NIPPON" ... sailing on or about 20th June.**FOR SHANGHAI**S.S. "CILICIA" ... sailing on or about 28th June.  
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**SEATTLE & VICTORIA or VANCOUVER** via Manila, Keelung,  
Shanghai & Japan portsCargo to Overland Points U.S. in connection with Great Northern Northern Pacific  
and Chicago, Milwaukee & St. Paul Railways.KATORI MARU (omitting Keelung) ... Friday, 17th June, at 11 a.m.  
KASHIMA MARU (omitting Manila) ... Tuesday, 18th July, at 11 a.m.  
SUWA MARU ... Friday, 29th July, at 11 a.m.FUSHIMI MARU ... Tuesday, 23rd Aug., at 11 a.m.  
**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez  
Port Said and Marseilles.SHIZUOKA MARU ... Friday, 24th June, at 11 a.m.  
KAWA MARU ... Friday, 8th July, at 11 a.m.  
YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.  
KLEIST ... Friday, 5th Aug., at 11 a.m.**HAMBURG, MARSEILLES, LONDON & ROTTERDAM**  
**LIVERPOOL & MARSEILLES** via Suez.TSUYAMA MARU ... First half of July.  
**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.TANGO MARU ... Tuesday, 31st June, at 11 a.m.  
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.  
AKI MARU ... Tuesday, 16th Aug., at 11 a.m.**NEW YORK via PANAMA.**TOBA MARU ... Friday, 24th June, at 11 a.m.  
TAKETOMO MARU ... Beginning of July.**SOUTH AMERICAN PORTS via CAPE.**

AWA MARU ... Sunday, 19th June.

**BOMBAY & COLOMBO via Singapore.**TATSUNO MARU ... Saturday, 11th June, at Noon.  
CALCUTTA MARU ... Tuesday, 28th June.**CALCUTTA & BANGCOON via Singapore & Penang.**

PENANG MARU ... Wednesday, 22nd June.

**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**

NIKKO MARU ... Friday, 17th June, at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**RANGKON MARU ... Wednesday, 15th June, at 11 a.m.  
YOKOHAMA MARU ... Thursday, 16th June, at 11 a.m.  
KISHI ... Friday, 24th June, at 11 a.m.  
MISHIMA MARU ... Thursday, 7th July, at 11 a.m.For further information apply to— **NIPPON YUSEN KAISHA**  
Telephone Nos. 292 & 303. S. YABUDA, Manager.**A PROGRAMME FOR  
DISARMAMENT.**To those who have believed that the  
Treaty of Versailles holds out a promise  
for peace or of a new order in international  
relations, the plan mentioned  
below, which comes from an authentic  
source in London, will doubtless be of  
considerable interest. The plan as proposed  
in London is as follows:—1.—President Harding has signified his  
intention of calling a disarmament  
conference of the Powers.2.—The British Government is now  
proceeding on the assumption that  
this intention of President Harding  
will be translated into fact and is,  
therefore, laying plans for its  
programme at such a conference.3.—The Treaty of Versailles gives the  
Allies powers of disarmament over  
Germany.4.—The only disarmament visualised  
so far has been disarmament of  
navies, of armies, of guns, etc.5.—At the Harding Disarmament  
Conference the British representatives  
will call for a new and accurate  
definition as to what is meant by  
the word "disarmament." They will  
demand that "disarmament" be given  
a wider meaning than it holds at  
present.6.—The new definition which it will be  
sought to have the conference adopt  
will be one which will embrace  
primarily the established means of  
waging war, that is, the means  
which cannot be created overnight  
but which require years of building  
to create. This would seem at first  
glance to apply to navies.7.—The British will, however, present  
arguments to prove that there can  
be no real disarmament as long as  
countries possess chemical plants  
far in excess of their domestic and  
proportionate export needs. Also,  
that aeroplanes capable of being  
fitted in a short time as war planes  
capable of transporting poison gas,  
but classed as commercial planes,  
are a menace to the peace of the  
world if any one country possesses  
more of these planes than are  
actually required for the legitimate  
development of commercial flying.8.—American chemical exports are to  
be privately asked to support this  
British definition of disarmament to  
include chemical plants and air-  
planes.9.—The British Government has good  
reason to believe that it will have  
the support of America in having  
the conference adopt such a defini-  
tion, also of France, with Italy  
doubtful.10.—The hint is given us that the  
Americans may even, for tactical  
reasons, initiate the proposal before  
the Conference; the motion then to  
be seconded by the British.11.—The decision aimed at would result  
in the partial disarmament of the  
German chemical, dye and airplane  
industry, giving power to the  
Allies to leave only sufficient  
chemical works operating in Ger-  
many to care for internal needs and  
to supply the colours needed by the  
Allies under the dye reparation  
clauses of the Treaty. Other fac-  
tories would be dismantled as poten-  
tial war machines. At the same  
time the number of airplanes would  
be limited. In this connection it  
should be noted that Great Britain  
has recently lost first place in air  
development, and has dropped to  
third, the order being 1, France;  
2, Germany; 3, Great Britain.12.—Such a decision would permit  
chemical and air disarmament of Ger-  
many under the Treaty and would,  
therefore, permit of the develop-  
ment of British and American dye  
industries for internal needs and  
for export without the overpowering  
competition of the German indus-  
try, with its low costs, further  
aggravated by adverse exchanges.From intimations received in London  
it is assumed that the American War  
Department would support this pro-  
gramme. The British would prefer it to  
a protection tariff on dyes and chemicals  
which would be difficult to put through  
in Britain because of its powerful Free  
Trade party. The present British dye  
licensing act, which is "permitting" the  
development of the British dye industry,  
remains in operation only for ten years  
from January 15th, 1931. The most im-  
portant outcome of such a decision by  
the Powers is so far as it would affect  
Germany would not be the dismantling  
the dye and chemical works themselves,  
but would be the disintegration of the  
expert German dye personnel; which  
would be obliged to seek employment in  
other countries. It is held that the  
creation and the maintenance of a dye  
industry is first of all a matter of per-  
sonnel and that with this personnel  
disrupted the industry is itself crippled  
and cannot be speedily recreated. The  
decision would give opportunity to limit  
under legal authority of the Treaty the  
amount of German dye exports and this  
last is the point at the crux of the  
whole matter. It would rob Germany of  
its potential war-making powers, and  
at the same time give the Allied nations  
opportunity to create the first wall of  
national defence and preparedness.

"P." in The New Republic.

It is stated that the Colonial Office,  
which now pertains to not only the  
Dominions and Colonies, but also the  
mandated territories, is to be renamed  
and probably christened the "Ministry  
for Overseas Affairs." Considerable  
difficulty has been experienced in finding  
a suitable title, as the words "Colonial,"  
"Dominion," and "Imperial" have  
each a significance which makes them in-  
applicable. The words "Overseas Af-  
airs" are, it is pointed out, compre-  
hensive and in conformity with the  
titles "Foreign Affairs" and "Home  
Affairs."**WEATHER REPORT.**June 12th, at 11.03.—Pressure has de-  
creased slightly from Foochow to Cape St.  
James and from the Philippines to Guam.  
It is nearly stationary from Shanghai to  
Weihaiwei.Depressions are shown to the East of  
Weihaiwei, to the north of Formosa and  
over N. Indo-China.Hongkong rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.05 inch. Total  
since January 1st, 47.43 inches against an  
average of 23.43 inches.The forecast for the 24 hours ending at  
noon to-day is as follows:—District Forecast  
Hongkong to Gap Rock {S. or variable  
winds, moder-  
ate to light;  
fair to showery.Formosa Channel {The same as  
No. 1.South coast of China between {The same as  
Hongkong and Lamook {No. 1.Southwest of China between {The same as  
Hongkong and Hainan {No. 1.**HONGKONG METEOROLOGICAL  
REGISTER.**

Hongkong Observatory, June 18th.

	Previous Day	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.72	29.71	29.69
Temperature	87	79	84
Humidity	71	69	77
Wind Direction	South	0	SSW
Force	0	0	0
Weather	0	0	0
Rain	0	0	0.05

Highest open-air Temperature on 11th ... 87

Lowest open-air Temperature on 15th ... 79

**HONGKONG TIDE TABLE.**

From June 13th to 19th, 1931.

Rise Water				Low Water			
Day	Time	Height	Standard	Day	Time	Height	Standard
Mon.	13	h. m.	ft. in.	Mon.	13	h. m.	ft. in.
		1 18	4 8			9 7	3 6
Tue.	14	5 28	5 3	Tue.	14	5 8	1 9
		4 59	4 9			11 9	2 2
Wed.	15	5 50	5 5	Wed.	15	5 50	2 6
		6 17	4 5			11 56	2 4
Thur.	16	6 31	4 4	Thur.	16	6 31	2 0
		7 33	4 4			10 38	2 9
Fri.	17	7 16	4 3	Fri.	17	7 16	1 6
		8 29	4 3			9 59	1 5
Satur.	18	7 45	4 2	Satur.	18	7 45	3 8
		9 33	4 2			8 51	1 1
Sun.	19	8 18	4 1	Sun.	19	8 18	0 8
		10 20	4 1			8 21	0 8

**BOARD OF CONSERVANCY WORKS  
OF KWANGTUNG.**

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	1931 Highest Water Feet	1921 Lowest Water Feet	1921 W.L. June 10 Feet	1921 W.L. June 11 Feet
Wachow W. River	78.60	2.24	—	—
Kongmoon W. River	14.70	0.80	10.50	—
Linkongsho W. River	57.00	—	—	—
Samsui N. River	37.20	5.00	30.30	21.00
Shakung E. River	25.10	0.98	6.89	7.12

\* 4760 feet on 9th of June.

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(Ink) 14th, June 1931

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tions — CURE the same dis-  
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FORTY-EIGHT HOURS  
without inconvenience.

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**INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS, SUBJECT TO ALTERATION**HAIPHONG via HOIHOW ... "LOKSANG" ... Wed., 15th June, 8 a.m.  
SHANGHAI & TAIPEI ... "CHOYANG" ... Thurs., 16th June, 10 a.m.  
RANGOON via SWATOW ... "MINGSANG" ... Thurs., 16th June, 10 a.m.  
STRAITS & CALCUTTA ... "YATSHING" ... Wed., 16th June, 3 p.m.  
SHANGHAI via SWATOW ... "YATSHING" ... Fri., 17th June, 10 a.m.  
MANILA ... "YUENSAN" ... Fri., 17th June, 3 p.m.CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and  
Singapore, returning from Calcutta steamers proceed via Straits  
and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are  
fitted with Electric Light and Fans and carry a fully-qualified  
Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and  
Shanghai, sometimes calling at Swatow. Through tickets can  
be obtained and through Bills of Lading are issued to all  
Northern and Yangtze Ports via Shanghai.MANILA LINE.—A weekly service is maintained with Manila by vessels with good  
passenger accommodation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo,  
calling at Hoihow when inducement offers.SOERBO LINE.—One sailing per month between Hongkong and Sandakan by  
a steamer having up-to-date accommodation for passengers.  
Cargo taken on through Bills of Lading for Kuching, Jesselton,  
Labuan, Tawau and Lahad Datu.TIENTSIN LINE.—A regular service is run from March to November between  
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok,  
via Swatow, by four steamers fitted with up-to-date passenger  
accommodation.**CALCUTTA LINE.**S.S. "YATSHING" will be despatched on or about  
Wednesday, 15th June, at 3 p.m., for SINGAPORE, PENANG &  
CALCUTTAThrough Bills of Lading issued to RANGOON, PORT SWET-  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

GENERAL MANAGERS.

TELEPHONE No. 215.

16

**GLEN AND SHIRE**

Joint Service of Steamers.

**U.K.—STRAITS, CHINA & JAPAN SERVICE.****OUTWARDS.**Vessel Due Hongkong  
M.V. "GLENNAVY" ... 21st June.  
M.V. "GLENLUCE" ... 22nd June.**HOMEWARDS.**Vessel Leaves Hongkong Discharges  
M.V. "GLENNAVY" ... 24th June LONDON, ROTTERDAM & HAMBURG.  
M.V. "GLENLUCE" ... 2nd July GENOA, LONDON & HULL.Movements are subject to change without notice.  
For freight or further particulars please apply to—**Jardine, Matheson & Co., Ltd.**  
The Glen Line, Ltd., Agents.

Tel. No. 21, 22, 23 and 235.

16

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Managing Director: Mr. MARUYAMA.

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(Belonging to the Kawasaki Dockyard Co., Ltd.)For Charter Rates and all other particulars apply to the  
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No. 8, BARR, KOREA.

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BETWEEN

**KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

**FOR HAIPHONG via Pakhoi**

S.S. "HOZU MARU" ... on or about 23rd June.

**FOR KEELUNG via Swatow & Amoy**

S.S. "TAIKWA MARU" ... on or about 23rd June.

For further particulars, please apply to—

M. KOBAYASHI,  
Agent,  
No. 37, Brompton Road, West,  
Tel. No. 105.Top Floor, King's Building,  
Tel. No. 140.

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## SHIPPING NEWS

## ARRIVALS.

June 10th.  
**Chunlee**, Chinese str., 854 tons, Capt. S. Sano, from Dairen, with a general cargo—Yue Tai Hong.  
**Lokung**, British str., 970 tons, Capt. C. A. Mutton, from Haiphong and Hoibong, with a general cargo—J.M. & Co.  
**Winyah**, American str., 3,378 tons, Capt. W. R. Look, from New York and Shanghai with a general cargo—Admiral Line.  
 June 11th.  
**Cadaretta**, American str., 1,621 tons, Capt. J. F. Aspland, from Saigon, with rice—Admiral Line.  
**City of Madras**, British str., 3,048 tons, Capt. W. Gray, from New York and Hoibong, with a general cargo—Bank Line.  
**Haitong**, British str., 1,108 tons, Capt. W. Cooper, from Swatow, with a general cargo—D.L. & Co.  
**Inaba Maru**, Japanese str., 2,256 tons, Capt. T. Nakamura, from Saigon, with rice—Y.K.K.  
**Lennan**, British str., 1,356 tons, Capt. Martin, from Bangkok, with a general cargo—B. & S.  
**Nanking**, American str., 5,009 tons, Capt. T. H. Dobson, from San Francisco, with a general cargo—China Mail S.S. Co.  
**Propper**, Norwegian str., 1,376 tons, Capt. E. Olsen, from Saigon, with rice—Yuen Seng Fat.  
**Shien Maru**, Japanese str., 1,291 tons, Capt. S. Machihara, from Singapore, with rice and meal—O.S.K.  
**Shun Shing**, British str., 297 tons, Capt. G. A. de Souza, from K. C. Wan and Mucuo, with a general cargo—Po On S.S. Co.  
**Sinkiang**, British str., 1,016 tons, Capt. W. Puckett, from Shanghai and Swatow, with a general cargo—B. & S.  
**Sosha Maru**, Japanese str., 1,001 tons, Capt. K. Fukue, from Takao, with a general cargo—O.S.K.  
**Tai See**, Chinese str., 402 tons, Capt. T. J. A. Lemos, from Hoibong, with a general cargo—Yun Fat.  
**Yodo Maru**, Japanese str., 1,332 tons, Capt. S. Hamazaki, from Keelung, with coal—M.B.K.  
 June 12th.  
**Chekiang**, British str., 1,313 tons, Capt. F. M. Dillon, from Canton, with a general cargo—B. & S.  
**Chunee Maru**, Japanese str., 149 tons, Capt. Chao, from Hong Kong, with a general cargo—Lum Sai Kee.  
**Hydrangea**, British str., 561 tons, Capt. Jenkins, from Swatow, with a general cargo—Chin On S.S. Co.  
**Katori Maru**, Japanese str., 6,133 tons, Capt. T. Kusano, from Seattle and Shanghai, with a general cargo—Y.K.K.  
**Kueichow**, British str., 1,220 tons, Capt. R. Ritchie, from Canton, with a general cargo—B. & S.  
**Maclachlan**, British str., 4,003 tons, Capt. A. E. Dodd, from Shanghai, with a general cargo—B. & S.  
**Mentor**, British str., 4,733 tons, Capt. J. H. D. Hazeland, from Liverpool and Singapore, with a general cargo—B. & S.  
**Tosatsu**, Chinese str., 1,915 tons, Capt. H. Halkett, from Canton, with a general cargo—C.M.R. & Co.  
**Tonyo Maru**, Japanese str., 6,883 tons, Capt. Asaturo Tokita, from San Francisco, with a general cargo—T.K.K.  
 June 13th.  
**Brille**, for Shanghai.  
**Chenau**, for Shanghai.  
**Chongking**, for Tientsin.  
**Chongking**, for Pakhoi.  
**Doylesdown**, for Haiphong.  
**Kaijo Maru**, for Swatow.  
**Kwas Wah**, for Tientsin.  
**Lake Gilpin**, for Shanghai.  
**Palmer**, for K. C. Wan.  
**Siberia**, for Canton.  
**Sinkiang**, for Canton.  
**Winyah**, for Manila.  
**Yodo Maru**, for Canton.  
 June 15th.  
**Chunlee**, for Foochow.  
**Sosha Maru**, for Canton.

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S.S. "CHERIBON MARU" ... sailing on or about 4th July.

FOR JAPAN.

Ports of call: Moji, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" ... sailing on or about 26th June  
 S.S. "SAMARANG MARU" ... sailing on or about 17th July.

For further particulars please apply to—

K. SUZUKI, Manager,  
No. 5, Queen's Road Central.

## PASSENGERS.

## ARRIVALS.

Per a.s. **Nanking**, on June 11th:—For Hongkong: Mrs. Beatrice Hughes, Mrs. M. Heimbrod, Mr. G. H. Kemp, and 91 Chinese saloon passengers; for Manila: Mrs. T. H. Dobson, Mr. D. Fernandez, Mr. E. Gamo, Mrs. E. Gamo, Mr. Miguel Laga, Mr. Manuel Lora, Mr. F. A. Mariano, Mr. Francisco Romero, Miss M. P. Waterman, and Mrs. C. K. Goble.  
 Per a.s. **Tonyo Maru**, on June 12th:—Mr. and Mrs. Jose Alejandro, Miss J. B. Allan, Mr. M. Baker, Mr. A. B. Barredo, Jr., Mr. L. R. Blackerby, Mr. D. L. Burwell, Mrs. K. B. Cary, Mr. and Mrs. W. H. Chappell, Miss M. Chappell, Mrs. Juana U. Vade Chindira, Mr. H. Conant, Mr. A. Douse, Mr. L. O. Esser, Mrs. S. Greenbaum, Mr. R. Guglielmini, Miss R. Hamburger, Mrs. V. Hanson, Mrs. Martha Hird, Miss Mary Hird, Miss Mary Holman, Mr. and Mrs. Benito Legarda, Miss Rosario Legarda, Miss Teresa Legarda, Mr. Benito Loharada, Jr., Mrs. C. Leonard, Miss V. Luistro, Mrs. J. M. Lewis, Mr. W. Manley, Mrs. W. Manley, Mr. J. Miller, Mr. W. A. Muir, Mrs. F. Nathan, Mr. N. Navarro, Mr. H. Nickelsen, Miss Francis O'Connell, Mrs. A. Petala, Mr. G. D. Presbitero, Miss Caman Prieto, Mr. Wm. C. Robison, Mr. A. Salvador, Mr. W. A. Shedd, Mr. V. Somes, Miss Lila Terry, Miss Lucinda Terry, Miss J. M. Tobin, and Mrs. F. D. White.

## DEPARTURES.

Per a.s. **Columbia**, on June 11th:—Mr. S. Abundo, Mr. M. Andico, Dr. and Mrs. N. Bercovitz, Mr. Thos. Blagden, Jr., Mr. H. W. Burmaster, Mr. Theo. Bume, Dr. R. A. Busto, Mr. T. H. Brayfield, Mr. and Mrs. Wm. J. Carroll, Mr. and Mrs. S. P. Carpenter, Mr. H. R. Cooper, Sir Olway and Lady Wheeler-Cuffe, Mr. J. L. Cunningham, Mrs. Alice Cohn, Mrs. N. Cadwell, Mr. T. G. Davis, Mr. F. S. Durden, Mr. H. W. Dean, Mrs. L. C. Davis, Master H. Davis, Mr. and Mrs. P. R. Fulton, Mrs. S. Falk, Mr. W. D. Ferreira, Miss H. Gunn, Mr. G. D. Hubbard, Mr. W. H. Howard, Mr. and Mrs. H. T. Heath, Mr. F. J. Hobson, Mr. H. H. Hall, Mr. John Levy, Mr. T. Merchandani, Mr. and Mrs. P. F. Moelich, Miss Mary A. McCarthy, Mr. E. P. McQuade, Mr. and Mrs. Nohara, Mr. and Mrs. F. B. Ricketh, Mr. G. Russell, Mrs. L. C. Russell, Mr. F. L. Reed, Mr. and Mrs. R. B. Sheppard, Mrs. B. E. Schlesinger, Master H. Schlesinger, Mr. M. K. Spencer, Mr. A. Schmidt, Mr. W. P. Simms, Mr. E. Self, Mr. and Mrs. E. R. Turner, Mrs. G. E. Twining, Mr. J. E. Warner, Mr. G. F. Winters, Mr. and Mrs. E. C. Zikowski.

## SHIPPING MOVEMENTS.

The R.M.S. **Empress of Japan**, from Hongkong on May 17th, arrived at Vancouver on June 7th.  
 The P. & O. Co.'s a.s. **Plassey** left Shanghai for this port on June 10th, at 1:50 p.m., and is due here on June 13th, at about 6 a.m.  
 The P. & O. Co.'s a.s. **Devanha** arrived at London on June 6th.  
 The China Mail a.s. **Nanking** will sail from Hongkong for Manila to-day, at 12 noon.

## THE LLOYD TRIESTINE LINE.

The Singapore agents of the Lloyd Triestino line have intimated to the Press that steamers of the **Aquileia** (ex **Innabruck**) class have been definitely withdrawn from the Adriatic-Far East service, and that in future steamers offering single class accommodation only, will maintain this service.

CLERAPION N° 3  
 THERAPION N° 2  
 THERAPION N° 3



## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver &amp; Montreal.

Pacific Steamers	From Hongkong	Arrive Vancouver	Atlantic Steamers	From Vancouver	Arrive Liverpool
Monteagle	June 18	July 8	Metagama	July 15	July 28
E. Russia	June 23	July 11	E. France	July 19	July 28
E. Japan	July 3	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 25	Aug. 5	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 19
Monteagle	Aug. 22	Sept. 16	Metin	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25

Other Atlantic Sailings—every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Harve.  
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver in the Rockies, Calgary, Winnipeg, Montreal, and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.  
 Hongkong Office. Telephone 752. Cable Address: GACANPAO.

## PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, KOBÉ, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA.  
 AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1934.

Apply to

PACIFIC MAIL S.S. CO.

Telephone No. 141. Hotel Mansions, Hongkong. Cable Address: "SOLANO".

## PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE.

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU.  
 AMERICAN STEAMERS.

"GOLDEN STATE" ... sailing July 6th.

SHANGHAI-CALCUTTA SERVICE.

Freight Only.

For SHANGHAI.

"LAKE GILPIN" ... sailing daylight Monday, 13th June.

## MANILA-EAST-INDIA SERVICE.

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

## ROUND THE WORLD SERVICE.

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Suez, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to  
 PACIFIC MAIL S.S. CO.  
 Telephone 141. Cable Address: "SOLANO". Hotel Mansions, Hongkong.



"NANKING" "NILE" "CHINA"

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 15th Aug. 9th

HONGKONG to MANILA

S.S. "NANKING" June 13th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 25th July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUREIDGE, FREIGHT &amp; PASSENGER AGENT

Princes Building, 100, Queen's Road

Telephone, HONGKONG, 1934. Tel. FRUIT 211.

## TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU

"THE PASSENGER OF THE SOX"

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	2,200	June 21st
KOREA MARU	2,200	July 1st
SHINYO MARU	2,200	July 15th
PERSEA MARU	2,200	July 30th, at 10.30 A.M.
TAIYO MARU	2,200	Aug. 15th

\* Omitting call at Shanghai.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA

CRUZ, BALBOA, OCEANO, MOLLEDO, ARICA &amp; IQUIQUE

THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES

STEAMERS

CHORO MARU

\* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

Kling's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, Inc.

## GREEN STAR LINE.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

To LOS ANGELES &amp; SAN FRANCISCO (via HONOLULU).

To VANCOUVER &amp; SEATTLE (via MANILA).

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. &amp; Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 13, Des Voeux Rd., Tel. 2006.

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## JAVA-CHINA-JAPAN LIJN.

REGULAR PORTUGUESE SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA	in port	14th June	SHANGHAI
TJIKEMBANG	SAN FRANCISCO	"	14th June	JAVA
TJIKINI	SHANGHAI	14th June	16th June	MACASSAR/JAVA
TJILAK	JAVA	16th June	22nd June	JAPAN
CHILDAE	JAVA	18th June	27th June	JAVA

\* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon.

Cargo taken at through rates for all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Building First Floor. Telephone No. 1574.

## VEREENIGDE NEDERLANDSCHE

## SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings subject to alterations.

Loading

"ALCHIBA" ... June ... AMSTERDAM &amp; HAMBURG ... 26th June

"BRILLE" ... July ... ROTTERDAM &amp; HAMBURG ... 26th July

"HADJA" ... Aug. ... AMSTERDAM &amp; HAMBURG ... 16th Aug.

"TJIMANOEK" ... Sept. ... ROTTERDAM &amp; HAMBURG ... 16th Sept.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents, Yok Building.

Tel. No. 1574.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast

freight steamers

For BOSTON and

NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

St. George's Building

Telephone 5165. Telegrams "Furness".



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 5th July.  
Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN CHINA &amp; STRAITS

UNITED KINGDOM & CONTINENT.  
LONDON GLASGOW, ROTTERDAM & HAMBURG  
... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.  
THE BANK LINE, LTD.  
or to REISS & Co. CANTON  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong:

"CITY OF MADRAS" ... via Suez Canal ... 18th June  
"DEUCALION" ... via Suez Canal ... 5th July  
"CITY OF NORWICH" ... via Suez Canal ... 18th July  
\* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON REISS & CO. CANTON.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

From	Ships	To	Day	Time
SWATOW and BANGKOK	"KUEICHOW"	On 18th June	4 P.M.	
SHANGHAI & FUKOW	"CHUSAN"	On 14th June	10 A.M.	
AMOI, MANILA, CEBU & ILOILO	"OHKANG"	On 14th June	Noon	
SHANGHAI	"TAMING"	On 18th June	4 P.M.	
SHANGHAI & TIENTSIN	"HUSING"	On 18th June	Noon	
NEW HONGKONG & FUKOW	"YUSCHOW"	On 18th June	4 P.M.	
HOIHOW, PAKHO & FUKOW	"FOATHING"	On 18th June	4 P.M.	
SHANGHAI & FUKOW	"KATONG"	On 18th June	4 P.M.	
SHANGHAI & FUKOW	"SHANTUNG"	On 21st June	Noon	

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Excellent Saloon accommodation. Amplest space in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on "Through Bills of Lading" to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILOONG" ... 1st Capt. W. Cooper TUESDAY, June 14th, at 12 Noon  
"FAIRBANK" ... 1st Capt. W. O. Eastmore FRIDAY, June 17th, at 12 Noon  
"BAIHONG" ... 1st Capt. A. H. Stewart THURSDAY, June 21st, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"PLASSY"	7,346	14th June, 11 A.M.	Marseilles, London & Antwerp
"DJINERA"	5,400	18th June	Singapore, Colombo & Bombay
"DILWATA"	5,000	25th June	Marseilles, London & Antwerp
"DILWARA"	5,400	29th July	Singapore, Colombo & Bombay
"BERIA"	7,000	23rd July	da
"SALYAN"	9,000	6th Aug.	da
"KASIMIR"	9,000	19th Aug.	da
"KHYBER"	9,000	2nd Sept.	da

## BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" 6,956 17th June (Calcutta via Suez) ... 18th June

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong	Destination
"EASTERN"	4,500	28th June	Batavia, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tonnage	From Hongkong	Destination
"TOMILLA"	5,300	20th June	Shanghai & Kobe
"SYRIA"	7,000	28th June	Shanghai & Japan
"DILWARA"	5,400	27th June	Shanghai only
"KALYAN"	9,000	6th July	Shanghai & Japan

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the tickets of their P. & O. Tickets Singapore to Colombo.  
All Carriage fares fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO., Agents.  
22, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct

service via Singapore and Port Said

"SIAM MARU" Friday, 18th June

BUENOS AIRES—RIO DE JANEIRO, SANTO, MAURITIUS

DURBAN &amp; CAPE TOWN via SINGAPORE—PASSENGER SERVICE

"CANADA MARU" Tuesday, 14th June

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore

"KASADO MARU" Wednesday, 23rd June

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular monthly service

"SHISEN MARU" Friday, 1st July

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—

Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OYERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"ALABAMA MARU" Thursday, 16th June

"ARIZONA MARU" Wednesday, 23rd July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports

"HAGUE MARU" Thursday, 23rd June

NEW ORLEANS LINE via SUEZ

JAPAN PORTS—Moji &amp; Kobe

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. Wharf near the Harbour Office

TAKAO via SWATOW &amp; AMOY

"BUSHU MARU" Thursday, 16th June

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 &amp; 745.

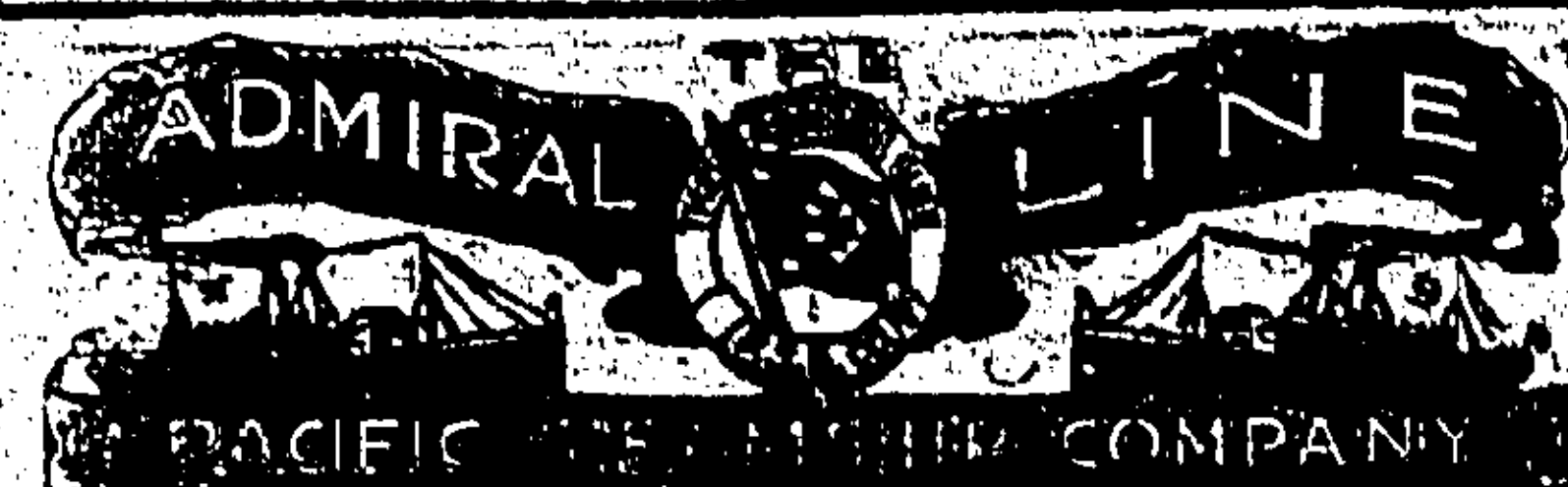
## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia—Dep. Hongkong for Australia

"TAIWAN" Sailing Sometime to Australia 18th June, 2 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

PASSENGER AND FREIGHT SERVICE  
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai &amp; Japan Ports)

S.S. "ELDRIDGE" From Hongkong Arrive Seattle July 18th  
S.S. "WENZHONG" June 25th Aug. 16th  
S.S. "KEYSTONE STATE" Aug. 3rd Sept. 15th

## FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe &amp; Yokohama)

S.S. "PAULET" June 18th  
S.S. "COAST" July 22nd

Through Bills of Lading issued in Overland Commerce points. Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478

5th Floor, Hotel Mansions. (71)



## REGULAR SERVICE

## SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

## PASSENGERS &amp; FREIGHT.

## FOR SINGAPORE DIRECT

S.S. "GLYMONT" Sailing June 20th  
S.S. "CADARETTA" Sailing July 6th

## FREIGHT ONLY.

## FOR SAIGON-SINGAPORE-JAVA PORTS

S.S. "LAKE PARAB" Sailing June 20th  
S.S. "LAKE ONAWA" Sailing Aug. 3rd

## OPERATED FOR ACCOUNT OF U.S. BOARD.

## OFFICES

5th Floor, Hotel Mansions, Telephone 2477 &amp; 2478

Messrs. Messers Overseas Ltd., Queen's Building, 2, Ice House St.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "WINTAH" to NEW YORK June 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC..

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478

AGENTS

5th Floor

Hotel Mansions

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI KOBE & YOKOHAMA	"PORTHOS" 20,000	On or about 18th July

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUL, SUEZ, PORT SAID	"PAUL LEOAT" 30,000	On or about 22nd June
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## ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

B. RODENFUSER,

Acting Agent, Queen's Building.

Telephone 740

## CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

"VICTORIA" June 24th.

For Freight and Passage apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. 2307.

118, Consueat Road, Central.



